

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, Editor.

SATURDAY, SEPTEMBER 1, 1860.

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NEW-YORK:

PUBLISHED WEEKLY, BY

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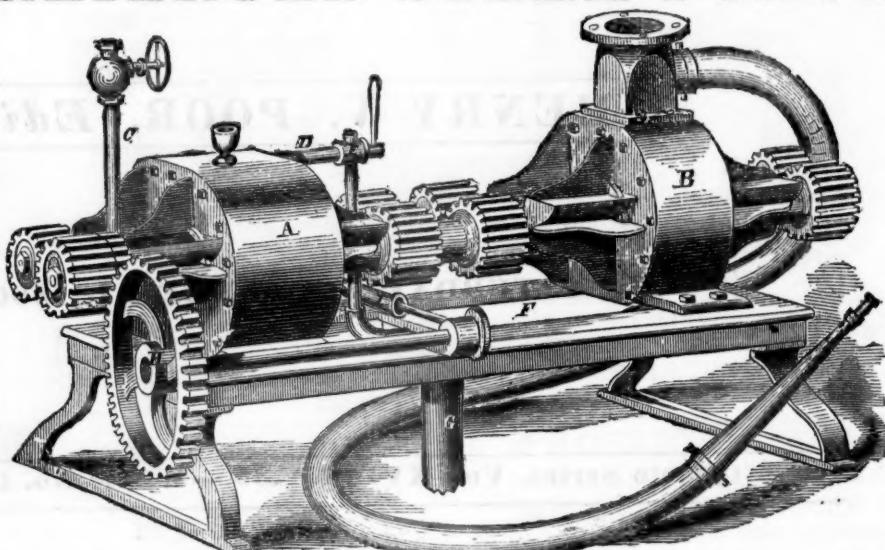
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SATURDAY, SEPTEMBER 1, 1860.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. NO. 9 SPRUCE ST.

New York, Saturday, September 1, 1860.

OUR NEW RAILROAD MAP FOR 1860.
We are now prepared to supply our subscribers with copies of this MAP—the condition being the payment of their dues to the close of the current year. A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, \$3.00; do., colored in counties, \$4.00; in pocket form with cover, \$1.00—the latter sent by mail, pre-paid, upon receipt of the price.

Milwaukee and Mississippi Railroad.

At a meeting of the bondholders, held on the 23d ult., a plan was adopted for the re-organization of this company. A resolution, expressive of confidence in the ability and integrity of the Receiver, was passed. They also adopted a report of the committee of bondholders who had conferred with a committee from Milwaukee, recommending that the city of Milwaukee may receive the second-class preferred stock for their claim of \$234,000 and interest—provided the city assent to the agreement within sixty days. The following gentlemen were elected Trustees and Attorneys to act for the sub-

scribers to the agreement: John Catlin, Louis A. Von Hoffman, L. H. Meyer, Wm. Schall, Allan Campbell, William Wilkinson.

Lake and River Navigation.

The State Engineer and Surveyor in compliance with the law of 1854 entitled "An Act for the incorporation of companies formed to navigate the lakes and rivers" made his usual annual report in March last. This has been recently published and a copy furnished us by George R. Perkins, Esq., Deputy State Engineer. From this we learn that there are within the State of New York seventeen companies that derive their powers from the provisions of this law and these have made returns of their condition as required thereby.

The following tables, abstracted from the report contain summaries of all the important information that permits of tabulation.

1. STATEMENT of the capital and debt of each company:—

Companies.	Capital paid.	Debt.	Total.
American Steamboat	\$67,400	\$13,687	\$71,087
American Transportation	270,000	250,114	520,114
Black River Steamboat	10,000	10,000	10,000
Buffalo Elevating and Storing	67,600	15,350	82,950
Buffalo and Toledo Transportation	125,000	20,043	125,000
Catskill Steam Transportation	20,000	40,048	20,000
Harlem and New York Navigation	45,000	45,000	45,000
Lake Erie and Buffalo Steamboat	10,000	10,000	10,000
New York and Albany Propeller Line	40,000	40,000	40,000
New York and Long Island Steamboat	5,774	9,075	14,849
New York and Western Towing	55,000	25,832	80,832
Northern Transportation Line	65,000	13,686	80,664
Ontario Steamboat	40,000	27,750	67,750
Port Henry and Whitehall Towing	10,000	10,000	10,000
Western Transportation	839,000	171,151	1,010,151
Total	\$1,969,874	\$562,363	\$2,532,237

2. STATEMENT of the vessels and hands employed, the amount of receipts, and the dividends on capital during the year:—

Companies.	Vessels.	Hands.	Gross Receipts.	Freight.	Other.	Total.	Amt ^b Divid ^d
American Steamboat	3	84	\$762	\$28,502	\$20,264	\$48,066	\$1,000
American Transportation	146	1,016	510,085	55,088	565,123	1,130,296	.....
Black River Steamboat	2	7	4,880	12,000	12,000	28,880	.....
Buffalo Elevating and Storing	2	70	66,250	1,557	67,802	\$12,500	.....
Buffalo and Toledo Transportation	3	20	7,925	16,405	24,330	45,655	.....
Catskill Steam Transportation	1	22	3,650	34,428	38,087	4,500	.....
Harlem and New York Navigation	2	95	7,240	49,349	56,589	2,500	.....
Lake Erie and Buffalo Steamboat	2	38	87,009	6,493	43,502	1,282	.....
New York and Albany Propeller Line	1	14	1,793	5,481	7,284	1,266	.....
New York and Long Island Steamboat	1	160	8,894	71,465	80,359	.....	.....
New York and Western Towing	12	244	232,011	21,586	253,597	.....	.....
Northern Transportation Line	41	300	200,000	35,000	235,000	14,625	.....
Ontario Steamboat	6	136	24,361	42,540	66,901	4,900	.....
Port Henry and Whitehall Towing	1	5	12,829	12,829	12,829	4,900	.....
Western Transportation	160	1,000	47,476	35,347	510,133	.....	.....
Total	386	3,210	\$1,579,157	\$2,006,678	\$39,025	.....	.....

The information further than contained in the above tables, furnished by the report, will be found in the following descriptions of the companies severally.

American Steamboat Company. Owns three Steamboats—the New-York, 995 tons, the Northern, 905 tons, and the Jenny Lind, 466 tons; and operates on Lake Ontario and River St. Lawrence touching at Ogdensburg, Prescott, Morris-

town, Brockville, Alexandria Bay, Clayton, Cape Vincent, Toronto and Lewiston. Principal office—Ogdensburg, St. Lawrence Co., N. Y. The company has been dissolved and its affairs are in the hands of E. B. Allen, J. G. Averell and W. J. Averell, receivers appointed by the court.

American Transportation Company. Owns 18 propellers and 133 canal boats. The propellers are the Iowa 981½, Potomac 818½, Chicago 758½, Buffalo 689, Alleghany 601, Edith 559, Forest Queen 467, Niagara 450½, Pocahontas 428½, Cataract 393½, Scioto 384, Spaulding 380, and New England 351½—total 7,262 tons. The canal boats average 100 tons measurement. The company during the year sold three propellers, one steam tug and six canal boats; and three propellers were lost. The business of the Company is transacted on the Hudson and East rivers, the Erie Canal, Buffalo Creek, Lake Erie, Detroit river, Lake St. Clair, St. Clair River, Lake Huron, Lake Michigan and all the navigable rivers connected therewith. Principal office—Buffalo, Erie Co., N. Y. Officers for 1859-'60—Franklin Lee, President, and James C. Evans, Treasurer and Secretary.

Black River Steamboat Company. Owns one steamboat of 150 tons, and one lighter of 50 tons. Navigates the Black River from Lyon's Falls to Carthage 42½ miles. Principal office—Lyon's Falls, Lewis Co., N. Y. Officers for 1859-'60—Lyman R. Lyon, President and Acting Treasurer; N. B. Sylvester, Secretary, and Walter Whittlesey, Superintendent.

Blanchard Steamboat Company. Insolvent and property sold. The only steamboat owned by the Company was burned, and nothing is known to exist except judgments against the company. Charles H. Trask, Assignee.

Buffalo Elevating and Storing Company.—Owns two elevators, valued at \$120,000 and transacts business on Buffalo Creek and Hatch's Slip. Principal office—Buffalo, Erie County, N. Y. Officers 1859-'60—Hiram Niles, President; W. H. Abell, Treasurer, and S. S. Guthrie, Secretary.

Buffalo and Toledo Transportation Company.—Owns three propellers, the Orontes 259, the Eu-phrates 587, and the Araxes 593—total 1,769 tons; and transacts business on Lake Erie between Buffalo, Erie, Cleveland, Sandusky and Toledo. Principal office, Buffalo, Erie Co., N. Y. Officers 1859-'60—Dean Richmond, President, and Thos. D. Dole, Treasurer and Secretary.

Catskill Steam Transportation Company.—Owns one steamboat, 341 tons, and navigates the Hudson River between the harbor of New York and Catskill Creek. Principal office, Catskill, Greene Co., N. Y. Officers 1859-'60—Geo. H. Penfield, President, and Isaac Pruyne, Secretary and Treasurer.

Harlem and New York Navigation Company.—Owns two steamboats—the Sylvan Grove, 288 tons, and the Sylvan Shore, 217 tons; and operates on the East and Harlem rivers and in the harbor of New York. Principal office, Harlem, New York Co., N. Y. Officers 1859-'60—W. H. Colwell, President; Henry P. McGown, Treasurer, and J. N. Watson, Secretary.

Lake Erie and Buffalo Steamboat Company.—Charters two steamboats, the city of Buffalo,

2,100 tons, and the Western Metropolis 2,000, and operates on Lake Erie between Buffalo and Cleveland. Principal office, Buffalo, Erie Co., N. Y. Officers, 1859-'60—John Stryker, President, and R. B. Chapman, Superintendent, Treasurer and Secretary.

New York and Albany Propeller Line.—Owns two propellers and one receiving barge, viz.: the Western World, 442 tons, the Erastus Corning, 442 tons, and the Dutchess County, 189 tons. Principal office, Albany, Albany Co., N. Y. Officers, 1859-'60—Benjamin Akin, President; Samuel Schuyler, Treasurer and Superintendent, and Robert Courtney, Secretary.

New York and Long Island Steamboat Company.—Owns one steamboat, the Ocean Wave, 270 tons, and operates upon the East River, Long Island Sound, Huntington Bay, and Stoney Brook and Port Jefferson Harbors. Principal office, Port Jefferson, N. Y. Officers, 1859-'60—Reuben H. Wilson, President, and Thomas T. Ritch, Treasurer and Secretary.

New York and Western Towing Company.—Owns about 200 mules and horses with their harness, and one canal boat, 175 tons. Principal office, Albany, Albany Co., N. Y. Officers, 1859-'60—William Coffin, President and Treasurer, and Albert H. White, Secretary. The Secretary's address is No. 113 Broad st., New York City.

Northern Transportation Company.—Owns 12 propellers, 4,190 tons, and transacts its business on the rivers Detroit, St. Lawrence and St. Clair, and the Lakes, Ontario, Erie, St. Clair, Huron, and Michigan and the waters connected therewith. Principal office, Ogdensburg, St. Lawrence Co., N. Y. Officers, 1859-'60—Philo Chamberlin, President; Charles L. Thompson, Treasurer, and John H. Crawford, Secretary.

Northern Transportation Line Company.—Owns two steamboats, one propeller, two sailing vessels and 38 canal boats, and operates on the waters of the East River, New York Bay, Hudson River, Champlain Canal, Chamby Canal, Richelieu River and the St. Lawrence. Principal office, Whitehall, Washington Co., N. Y. Officers, 1859-'60—Thomas T. Vaughan, President, and Oliver Blascom, Treasurer and Secretary.

Ontario Steamboat Company.—Owns six steam-boats, viz.: the Bay State 935 tons, the Ontario 832 tons, the Cataract 577 tons, the Niagara 573 tons, the Montreal 295 tons; and the British Queen 291 tons; and transacts business on Lake Ontario and the river St. Lawrence, operating between Prescott, Morristown, Brockville, Alexandria Bay, Clayton, Cape Vincent, Kingston, Sackett's Harbor, Oswego, Charlotte, Lewiston, Toronto, and Ogdensburg. Principal office, Oswego, Oswego Co., N. Y. Officers, 1859-'60—Samuel Farwell, President; J. B. Penfield, Treasurer and Secretary, and H. N. Throop, Superintendent.

Port Henry and Whitehall Towing Company.—Owns one propeller, the John H. Reed and transacts business on Lake Champlain. Principal office, Port Henry, Essex Co., N. Y. Officers, 1859-'60—Jona. G. Whitherbee, President, and Pierre Dupries, Secretary.

Western Transportation Company.—Owns 14 steam propellers, one steam tug, two sailing vessels and 148 canal boats. The propellers are as follows:—Plymouth 846 tons, Mayflower 624 tons, Mt. Vernon 578 tons, Dunkirk 542 tons, Old Con-

cord 457 tons, Mary Stewart 414 tons, Omar Pasha 344 tons, Illinois 530 tons, Saginaw 407 tons, Mohawk 789 tons, Tonawanda 822 tons, Neptune 636 tons, Free State 768 tons, Missouri 589 tons. The company's business is transacted on the waters of the East River, New York Bay, Harlem River, Erie Canal, Niagara River, Buffalo Creek, Lake Erie, Cuyahoga River, Maumee River, Detroit River, Lake St. Clair, River St. Clair, Lake Huron, Lake Michigan, Milwaukee River and Chicago River. Principal office, Tonawanda, Niagara Co., N. Y. Officers, 1859-'60—John Allen, Jr., President; E. L. Fursman, Treasurer, and B. A. Root, Secretary.

So far as these reports go, they are exceedingly valuable. They are however very imperfect, *first*, in information, and *second*, in the number of companies embraced. In the latter connection we would ask why only a few of the joint stock companies in the steamboat interest are required to report annually on their affairs to the exclusion of all others and the far greater number. Why do not our laws compel the *ferry* companies to disclose their condition? Why are not, indeed, all other companies incorporated under the laws of the State compelled to do the same thing? It is not that we wish to pry into their individual affairs, but that we require the information for general economical application. With regard to the amount of information to be derived from such companies, we can only say that it ought to be full and explicit. We ought not only to have the number and tonnage of the vessels employed but also their power (of steamers) and the number of trips made with the amount of freight and number of passengers and the direction of each carried. We ought also to be informed on the charges for freight and its value. Apply even the requirements of the Railroad law to this interest, and a large step towards perfection would be obtained; but we would go further than this and embrace also the information stated by the State Engineer in his last railroad report to be desirable. In the document referred to, the State Engineer says p. 17:—"During the past ten years great and important changes have been made in the management of railroads, and there are now many conditions and circumstances connected with the business operations of our railroads which cannot be brought out under the present form of reporting. For instance we are unable to distinguish the way freight from that which passes over the entire length of the roads, neither can we determine whether the movement is to or from tide-water. We have no separate account of live stock which is transported, no special account of the milk business; and there are many other particulars which it is important to have given in detail which cannot now be reached." If this extension of detail is necessary to be reported by railroad companies, is it less important that navigation companies should comply with the same rule? Both are alike engaged in the movement of persons and property, the one by land and the other by water, and it is alike important for both to state particulars. The principle is the same in both cases and, if carried out, a much more accurate idea of the vast extent of the internal commerce of the country than is now possessed would be elicited.

Journal of Railroad Law.**POWER OF A CORPORATION TO PURCHASE; HOLD; AND RE-ISSUE ITS OWN STOCK.**

The question as to whether stock, that is repurchased by the corporation issuing it, is canceled by the act of purchase by the corporation; or whether it still exists in specie, as stock held by the company in the character of purchaser, is considered in the case of the City Bank of Columbus *vs.* Bruce *et al.* This case decides that in the absence of prohibition by statute a corporation may purchase its own stock, hold it unextinguished and afterwards re-issue the same.

The plaintiffs were holders of a note given by the defendants Bruce & Fox, to the Columbus Insurance Company for a certain amount of its stock; the note having been endorsed by the company to the plaintiff.

One of the defences relied upon by the defendants was that the note upon which the action was brought was invalid in the hands of the Insurance Company, because it was given for a subscription to the stock of the company without a compliance with the provisions of its charter. Section second of its charter was: "The capital stock of this company shall be one hundred thousand dollars, which may be increased, at the will of the stockholders to three hundred thousand dollars, divided into five thousand shares of twenty dollars each. At the time of subscribing, there shall be paid on each share five dollars, and the balance of each shall be subject to the call of the directors, and shall be secured by indorsed notes, payable on demand, or other property or stock."

It appeared that the Columbus Insurance Company began business with a capital of \$100,000. It afterwards resolved to increase its capital to \$300,000. In 1842 the company resolved that any stockholder indebted to it, on stock notes might pay by transferring to the company stock to the amount of \$113 for \$100 of such indebtedness. Under this resolution some of the persons who had taken the additional stock issued as above stated, surrendered their stock to the company, to the amount of about \$133,000.

The directors afterwards adopted a resolution that the capital stock be increased to \$300,000, and that the president and secretary, or such person as they might appoint for that purpose, "be authorized to receive subscriptions of stock to the amount of ninety thousand dollars; or so much as may be necessary to make the capital stock up to three hundred thousand dollars," upon certain terms therein specified, which authorized the reception from subscribers of notes secured by mortgage, indorsement or stocks. Under this resolution stock was issued amounting to \$32,000, among which was the note on which this action was brought.

The plaintiff had a verdict, and the judgment rendered therein having been affirmed at a general term the defendants appealed to the Court of Appeals, which also affirmed the judgment of the Court below. The following is that portion of the opinion of the Appelate Court bearing upon the point under consideration.

SELDEN J. Among the numerous points raised upon the trial of this cause, there are several which, in the view I take of the case it will be found unnecessary to consider. It is insisted, on the part of the defendants that the note upon

which the action is brought was invalid in the hands of the Columbus Insurance Company, because it was given for a subscription to the stock of the company, without a compliance with the provision of section two of the charter; which requires among other things, that the time of subscribing there should be paid upon each share \$5, and that the balance should be secured by indorsed notes, payable on demand, or by other property or stocks, to be approved.

These provisions being applicable only to an original subscription for stock, it becomes necessary to see whether the note in question was given upon such a subscription. To ascertain this it is unnecessary to notice the history of the company prior to 1842. In that year, the company being then in full operation with a capital of \$300,000, the amount authorized by its charter, the board of directors met and resolved that any stockholders, indebted to the company on stock notes might have the privilege of paying any part or all of such indebtedness in the capital stock of the company, at a rate specified in the resolution.

Under this authority, stock was surrendered or transferred to the company, in payment of notes, to the amount of \$133,000. There seems to be no ground for questioning the validity of this transaction. I am not aware of any common law principle which forbids it, nor is it shown to have been in contravention of any provision of the charter of the company, or any other of the statutes of Ohio. In the case of Taylor *vs.* The Miami Exporting Company, it was held that a bank might receive its own stock in payment of a debt, and might hold it as it did its other corporate property.

The subsequent resolutions of the board of directors of the Insurance company, viz: that of May 22, 1849, by which it was resolved to increase the capital stock of the company in the sum of \$50,000, and to receive subscriptions for that amount, and that of August 18th, 1849, authorizing similar subscriptions to the amount of \$90,000, are to be construed with reference to the circumstances under which they were adopted. As previous to the transfer of the \$133,000 of stock to the company, in payment of stock notes, the full amount of stock authorized by the charter had been issued, neither the directors nor stockholders of the company had power to add to that amount. The directors may have supposed that the stock transferred under the resolution of 1842 became *ipso facto* extinguished, and that the capital of the company was thereby *pro tanto* diminished; but I do not regard that as the necessary consequence of the transfer. It might or might not have that effect, at the option of the company, and would require, I think, some manifestation of such an intent to produce that result. As nothing of this kind was shown, it follows that there was no authority for the issue of any new stock. I see nothing, however, to prevent the re-issue and sale by the company of the stock so transferred; and, in absence of any proof to the contrary, the presumption is, that the directors intended to act within the scope of their powers, by selling the stock on hand, instead of issuing new stock, which they had no power to create. The terms used in the resolution are by no means conclusive as to the intent of the directors. They may have adopted the form of a subscription as the best mode of obtaining purchasers for the stock transferred to

and held by the company, and there is no positive evidence to conflict with such an inference. All the stock issued to the new subscribers, therefore, should I think, be deemed a part of the stock so held. This conclusion disposes of several of the points raised by the defendants counsel. It shows that the requirements of the charter in reference to the original subscriptions have no application to the case. The directors needed no special authority to enable them to transfer the stock. It was clearly within the scope of their powers as the managing officers of the company. There was, therefore, a sufficient consideration for the note.

Niagara Falls Suspension Bridge.

Report of JOHN A. ROEBLING on Its Condition, on the 1st of August, 1860.

After an absence of two years, I have again visited the Niagara Railway Suspension Bridge, and have during a stay of three days, on the 18th, 19th and 20th of July, made a thorough examination of the work. I now present to you the following report:

The Niagara Bridge was opened for railway traffic on the 18th of March, 1855; the lower floor for common travel was completed and in use the year previous. The number of trains and trips of single engines, which at the present time pass over the Bridge in twenty-four hours, averages about forty-five. This great traffic accounts for the rapid wear of the rails, many of which require renewal.

After a thorough examination of all parts of the work, I am unable to report any change.

The camber of the floors and the deflection of the cables, as you well know, depend upon the temperature of the atmosphere. The relative level of the floors is the same as it was in 1855.

In order to be better enabled to judge whether the stiffness of the superstructure has been impaired by a five years' traffic, I placed a leveling instrument between the towers on the New York side, and observed the process of gradual deflection caused by five trains.

A train, composed of the engine "Essex," and tender, of 35 tons weight, drawing 10 empty cars, produced a deflection in the centre of 0,462 feet.

A small engine, drawing 2 loaded passenger cars, 1 baggage car and 1 loaded cattle car 0,540 "

Another light engine with 5 loaded passenger cars and 1 baggage car 0,520 "

The engine "Essex" and tender alone. 0,315 "

The same engine returning with 8 loaded cattle cars, each holding 17 to 18 cattle of the largest size 0,789 "

A short, but heavy train, such as the last, when in the centre of the bridge between the stays, produces the greatest deflection, comparatively. A longer train, loaded at the same rate and extending over the limits of the stays, deflects the work but little more. In proportion, as the ends of the floor are weighed down, the centre is kept up. By comparing the above observations with those of 1855, we discover no essential difference. The great experimental train, which covered the whole bridge with loaded cars, propelled by two engines, produced a deflection of ten inches. A similar train passed over now will do the same.

The extreme rise and fall of the floor, owing to the contraction and expansion of the cables, amounts to more than two feet. But the cables being at liberty to contract and expand, this process can never affect their strength.

In my report of 1855 I stated the aggregate ultimate strength of the four suspension cables at 12,000 tons.

Perman't weight, supported by cables. 1,000 "

Tension resulting 1,810 "

Proportion of permanent tension of strength 1:6.63

Tension produced by a train of 250 tons 452 "

Aggregate tension 2,262 "

Propret'n of work'g tension to str'gbth. 1:5.80

This liberal allowance of strength and freedom from vibration will insure the durability of the cables.

The woodwork of the Niagara Bridge, being kept well painted and otherwise well-protected, will last for forty years and more. The old wooden St. Clair Bridge, at Pittsburg, Pa., which I removed to make room for a new Suspension Bridge, recently completed, has stood exactly forty years. All its principal timbers of pine and oak, on removal, were found good and sound. A portion of this material, after being well tarred, has gone into the new suspension floor, and will no doubt render good service for another forty years.

My views of the durability of the cables have undergone no change since 1855; they have only been strengthened by additional experience. This being a subject of great importance and of general interest, I embrace this opportunity to express myself more fully, and thus perhaps to contribute towards a better understanding of the nature of iron.

This fact is well known that wrought iron under certain conditions will undergo certain radical changes. And so will all kinds of matter. The material universe is not by any means constituted upon the principle of *immutability*. Material existence is but a theatre of chance, of breaking down, of reduction and of reconstruction of the elements of matter. The Egyptian pyramids are even now undergoing a slow process of disintegration. The dry air of that region, slow in action, is still sure to do its appointed work. And as all human fabrics being but material constructions, will have to succumb to the same inexorable law, we cannot expect that the Niagara Bridge will form an exception.

Two kinds of changes are known, which will affect the strength of iron and other metals. The one is wrought by the chemical process of oxidation, and can be guarded against effectually, and is so guarded in the Niagara Bridge. All iron and wire within reach are kept well painted, and thus preserved against rust. The anchor chains and their connections with the cables, inside of the anchor masonry and in the rock below, after three coats of paint, are protected by the cement grout, which forms a solid envelope, excluding air and moisture.

But aside from the mechanical protection thus afforded, I depend principally, as was explained in my report of 1855, upon the well known chemical action of calcareous cements in contact with iron. Oxygen has a greater affinity for lime than iron. So long, therefore, as the cement will combine with oxygen, or in other words, has not become completely crystallized, which is a very slow process inside of heavy masonry, the iron will be protected. The cement, not exposed to the air, when setting slowly, has a tendency rather to expand than to contract; but suppose there should be cracks around the anchor bars, large enough to admit air and moisture. Water will then find its way through those cracks, but on reaching the iron, will be more or less impregnated with cement and thus add another protecting coat. The chemical principle, which I have explained here, I apply daily in my factory for the preservation of wire against dampness. I have also carried on direct experiments for a number of years, which have convinced me of the preserving property of calcareous cements in damp situations.

* * * * *

But iron under certain conditions will undergo another change, which is not so well understood, and is indeed as yet a partial mystery. And this fact has been seized upon as an invincible argument against iron bridges generally, and against the Niagara Bridge especially. I refer to the supposed and popularly so-called *granulation* of fibrous wrought iron.

Although this subject has engaged my attention for a series of years, and I have taken pains to obtain correct information, I yet hesitate to express any decided opinions, that would cover the whole field of investigation. The question at large I consider open yet. This much only I believe to be

settled, that good iron will undergo no change in course of time, unless it is acted on by great heat, or is under the influence of strong continuous vibrations under tension.

As an exception to this last proposition, may be cited the case of old anchors and chains, which, after being exposed on the ground or in the ground, a great length of time, had become considerably rusted and reduced in strength. Aside from rusting, magnetic influences were supposed to have been at work in destroying the strength of these irons. But it should be remarked, that none of these cases have been sufficiently well examined to warrant sound conclusions. It is true, that the earth forms a great magnet, whose magnetism is maintained by the sun; and that the magnetic condition of all metals is more or less depending upon the great parent magnet. A steel magnet, that has lost its power or tension, when buried in the earth, will be restored by its magnetic currents. But how far the cohesion and elasticity of wrought iron may be affected by these currents, we are yet ignorant of. When a bar of iron is drawn apart by a tensile strain, the fractured ends are magnetically excited, and will attract iron filings, at the same time that they become heated. Both phenomena, magnetism as well as heat, will always accompany the forcible rupture of iron, as can be readily ascertained by experiment. The same phenomena are also exhibited when iron is hammered cold, the heat in this case being more apparent than the magnetism.

The cohesion and elasticity of wrought iron, although different properties, appear to be closely related. In speaking of elasticity, I mean the natural elasticity, and not what is produced by the forced process of tempering. And here may be pointed out a marked, physical difference between steel and iron. While the hardening or tempering of steel can be carried to almost any degree, that of the latter cannot.

Whatever destroys or impairs the elasticity of iron or steel, will also affect its cohesion. And this fact has also a significant magnetic bearing. Tempered or hardened steel possesses more tensile strength than soft steel. Now when tempered steel loses its hardness by annealing, it assimilates nearer to soft iron in its relation to magnetism. Red-hot iron is not attracted by a magnet, while a steel magnet entirely loses its magnetic properties on being heated red-hot. Another remarkable fact is, that artificial as well as natural magnets, when *overloaded*, become weakened. And so does the cohesion and elasticity of an iron or steel bar become weakened by overloading.

The limit of elasticity, or of the *recuperating* force, as it might be termed, of iron and steel is generally stated at one-third of their ultimate strength. I am of the opinion, that this is much over-estimated for soft puddled iron, and under-estimated for good hammered charcoal irons, and still more for steel.

* * * * *

The opinion prevails that a well drawn out fibre is the only sure sign of tensile strength. This, however, is true only when applied to *ordinary* qualities of bar or rail iron. The fact is different with good charcoal irons and with steel. The greatest cohesion is accompanied by a fine close-grained uniform appearance of texture, which, under a magnifying glass, exhibits fibre. The color is a silvery lustre free from dark specks. The finer and more closely-grained the texture, the nearer the iron approaches to steel. Those who are familiar with good Swedish or Norway irons, will support these statements. These facts alone should be sufficient to disprove the erroneous notion that good iron and steel, which should always be granular, will become so only by vibration, and will thereby lose their strength. But it is important to keep in mind the distinction between a fine uniform granular fracture, and a coarse crystalline fracture. Where coarse crystallization appears, there is a want of contact and compactness, consequently of cohesion and strength generally.

Wire cables, car-axles, piston-rods, connecting rods, and all such pieces of machinery, which are

exposed to great tension as well as torsion and vibration, should be manufactured of iron which not only possesses great cohesion, but also a high degree of hardness and elasticity. The best car-axles now in use, are those made of soft steel by Krupp, in Germany. This steel is manufactured from the spathic ore or natural steel ore, of the celebrated mines at Muessen in Siegen, Prussia. A correct report on these axles was given to me by one of the Prussian Commissioners of Railways, in whose district Krupp's works are located. They are safe in cold weather and seldom known to break. This proves that soft steel with more of a granular texture than fibre, possesses a much greater elasticity and strength than the best fibrous iron; and it also furnishes another strong proof against the granulation theory, so much credited in this country.

* * * * *

The capacity of iron to resist vibration and tension differs much in different qualities, and still greater is this difference when the irons are exposed to a very cold temperature. The tubular bridge at Montreal will not last as long as one in Great Britain of the same dimensions, material and workmanship, and rendering the same service; and still less than the tubes over the Nile in Egypt. One hard winter in Canada will be as trying to the structure as ten years are in Great Britain.

In order to examine the fitness of various qualities of iron for the manufacture of wire rope, I undertook, during the hard winter of 1856, at my establishment at Trenton, a series of experiments, when the thermometer was five to ten degrees below zero. The samples for testing, about one foot long, were reduced in the centre to exactly three-quarters of an inch square, and their ends left larger, were welded to heavy eyes, making in all a bar of three feet long. Thus prepared, they were thrown outside the mill, covered with snow and ice, and left exposed for several days and nights. Early in the morning, before the air grew warmer, a sample, enclosed in ice, would be put into the testing machine, and at once subjected to a strain of 26,000 pounds, the bar being suspended in a vertical position, left free all around. A stout mill hand, armed with a billet of one and a half inch in diameter and two feet long, then struck the sample horizontally a number of blows, hitting the reduced section as hard as he could. The blows were counted and continued until rupture took place. Care was taken to maintain a tension of twenty-six thousand pounds during this test, by screwing up the lever, while the sample kept stretching. Other means for producing vibration were attempted, but none proved so effective as the hitting with an iron bolt. I would remark here, that most of these irons would support from seventy to eighty thousand pounds per square inch; and that good samples of three-quarters of an inch square, would support a strain of twenty-six thousand pounds for a whole week, with no visible stretching, provided all vibration and jarring was avoided. But the least jar would produce a permanent elongation.

Without going into the details of these interesting and instructive experiments, I will only state that the number of blows which the different samples resisted, when encased in ice, ranged from three to one hundred and twenty. Inferior qualities of a crystalline texture would break at the third or fourth blow. Good samples of refined puddled bar resisted very well, and went up to sixty blows, while the better qualities of hammered charcoal irons, supported up to one hundred and twenty blows, stretching and drawing all the time. Indeed, it seemed a wire-drawing process on a rough scale. On the tension being reduced to twenty thousand pounds, some good samples resisted the almost incredible number of three hundred blows, before breaking.

Such qualities of iron may be depended upon for the construction of wire-cables and car-axles. They will be safe at the North Pole, while inferior qualities may answer very well in warmer latitudes.

* * * * *

All irons form alloys of pure iron, mixed with

carbon and other impurities. A certain amount of impurities in the shape of good cinder appears to be necessary to impart strength and cohesion to this metal, and also to make it malleable, and to give it welding properties. The purer the iron is, the higher the heat at which it will weld. Compare for instance good Swedish iron with common puddled bar. While the latter will weld at a low heat, the former requires a much higher heat. Compare their fracture and color. The good Swedish bar will exhibit either a fine granular appearance or fibre, accompanied by a silvery lustre, showing comparative purity; the puddled bar will be of a dark color, with a graphit lustre, and will show a coarse texture or loose fibre.

During the process of puddling, as well as of blooming, the melted pig-iron is mixed with cinder, and this mixture, which will adhere by cohesion, prevents the formation of large crystals, which is the tendency of pure iron in a molten state. Now by working (bringing to *nature*, as the puddler calls it,) this mixing and crystallization is promoted. The subsequent squeezing and rolling of the puddled ball, or the hammering and shingling of the bloom, will have the effect of condensing, laminating, reducing and drawing out these crystals, at the same time removing and squeezing out the superabundant cinder from between the metallic crystals. Thus the drawn out fibre is composed of an aggregate of pure iron threads and leaves, enveloped in cinder.

Pure iron as well as very impure iron is weak; the maximum strength and toughness is obtained by a certain mixture of pure iron with carbon and cinder, thorough worked and incorporated. When the fibrous and laminar aggregation becomes so dense as to be fit for the manufacture of steel, then are by this very process sufficient impurities expelled, and the greatest degree of cohesion is obtained. Hence strong steel can only be made of strong iron, no matter what chemicals may be administered during the process.

Keeping the above process before our mind, we may now understand why even the best fibrous wrought iron, when exposed to long continued vibration under tension, or to torsion, bending or twisting, must inevitably become brittle, because the iron threads and lamina become loosened in their cinder envelopes. But the cohesion between the iron and its cinder once destroyed, and its strength is gone. Now whether cohesion is the result of magnetic attraction (according to Fraday,) or otherwise, this process appears to be purely mechanical. But let the explanation, which is here offered, be correct or not, the fact remains that fibrous iron and all kinds of iron and steel, will be rendered brittle by vibration and tension, or by bending and twisting, without undergoing any mysterious change in its molecular arrangement.

It is only within the last hundred years that wrought-iron has become a *necessity* on public and private works. Large structures, entirely composed of iron, are of a still more recent date. Long experience on a large scale is therefore wanting. But as far as it goes, the opinion is fully sustained that good iron, not overtaxed by tension and vibration, and otherwise preserved, will prove of the most durable building materials at our disposal.

The Menai Chain Suspension Bridge has now stood about thirty-six years, and is still considered a safe work, although it has, for the want of stiffness, on several occasions, suffered severely from gales. The old Wire Suspension Bridge, at Friburg, in Switzerland, has been in use about twenty-seven years, but it does not possess enough of strength and stiffness to guarantee its safety much longer in its present state.

It should be remembered that there are many suspension bridges in this country, as well as in Europe, built without any regard to stiffness, and are therefore constantly subjected to vibration, which must greatly limit their durability.

The cables of the Niagara Bridge, on the other hand, are free from vibration, consequently will last as long as the nature of good wrought-iron will permit, when subjected to a moderate tension, not exceeding one-fifth of its ultimate strength,

This durability I am unwilling to estimate at less than several hundred years.

Morris (N. J.) Canal.

This canal extends from the Delaware river at Easton to the Hudson river at Jersey City, opposite New York, 102 miles. The Lehigh coal trade enters the canal at Port Delaware, in the borough of Philipsburg, partly by canal and partly by railroad. That by canal is locked from the Lehigh canal into the Delaware river, and crosses the river by rope ferry, and leaves the river by an inclined plane, 35 feet high.

The track of the Belvidere Delaware Railroad passes over this plane on a bridge, and the track of the Lehigh Valley Railroad passes over that bridge on another bridge, making three rail tracks precisely at the same point, one above another, having the appearance of three stories. It frequently happens that a canal boat on the plane, and a coal train on each of the roads, are all in motion at the same instant, and at the same vertical point, and diverging from that point, each to pursue its own appropriate line of communication to the seaboard, or the city of New York. At the head of the inclined plane is a large shipping basin connected with the Lehigh Valley Railroad, by a branch railroad, provided with coal shutes for shipping coal directly from the Lehigh Valley Railroad into boats at this point.

Two miles from Port Delaware are the three furnaces of the Trenton Iron Company, known as Peter Cooper's furnaces, which consume about 30,000 tons of coal per annum, and give employment to 500 men. At this point the canal leaves the Delaware river and ascends the valley of a mill stream called the Lopatcong, passing a village called Green's Mills, also several locks and planes, to Port Warren, a small village at the foot of plane nine, west. This is a double track plane, 100 feet high and 1,600 feet long, and passes a boat in each direction at the same time, and occupies less than five minutes in making the passage. All the planes are operated by water power, and at this plane the water is used under a vertical head of 55 feet. This plane brings the canal upon the table land between the valley of the Lopatcong and of another mill stream called the Pohatcong. Crossing this table land and continuing up the valley of the Pohatcong, the canal passes the villages of Stewartsville, New Village and Broadway, and reaching the foot of plane seven, west, it mounts in one lift 73 feet, to the high table land between the Pohatcong, and the valley of the Musconetcong river. Near the head of this plane is the beautiful village of Washington, and in this village the railroad of the Delaware, Lackawanna and Western Railroad Company crosses the canal at an elevation just right to allow an easy shipment of coal into boats. This company has erected at this point extensive coal shutes and other fixtures for shipping coal and other freight from the railroad to the canal and from the canal to the railroad. This is near the village of Oxford and the old furnaces known as the Oxford furnaces.

The coal brought to the canal at this point is from the Wyoming Valley, and is known as Scranton coal. The amount is about one-third of all the coal carried on the canal. From Washington the canal passes up the valley of the Musconetcong through the villages of Port Clinton and Port Murray to the city of Hackettstown, and thence still along the same valley until it comes upon the level of the waters of the river, and forms a slack water navigation; thence leaving the valley of the river at the village of Waterloo, it mounts by a rapid succession of planes to the village of Stanhope, and thence through an artificial lake of 500 acres, used as a reservoir to feed the canal, and by aid of another plane, it reaches the summit level on the top of Schooley's mountain, having ascended 760 feet above the Delaware river at Easton, and being 914 feet above tide-water at Newark. At this point comes in the main feeder, from Lake Hopatcong. This is a natural lake of great depth, covering about 2,800 acres, and must be drawn down 12 feet to bring the surface up the lake on the same level as the surface of the water in the

summit level of the canal. This reservoir feeds the canal westward to the Delaware river, and eastward 27 miles to the point where the feed is taken from another natural lake, called Greenwood Lake, which covers 2,500 acres, and can be drawn down about 12 feet. These lakes insure full and even supply of water at all times, without the risk of any inconvenience to the navigation from drouths, however severe or protracted they may be.

There is a navigable feeder to the outlet of Lake Hopatcong, and a lift lock into the Lake, and a steam-tug on the Lake constantly towing the boats to and from the ore landings. From 30,000 to 40,000 tons of zinc ore, iron ore and Franklinite are shipped annually from this Lake. From the summit level the canal descends, by a succession of levels, as rapidly on the east side of the mountain as it ascended on the west side, till it reaches the village of Dover, a manufacturing town on the Rockaway river; thence, following the valley of this river four miles to another manufacturing town, called Rockaway, there descending another plane; and thence along the same valley four miles further, to another like town, called Powerville; and one mile further to the great nail works at the Boonton Falls, on the Rockaway river, known as Fuller, Lord & Co.'s Iron Works. These Iron Works embrace a blast furnace, rolling mills, and nail machines to make twelve hundred kegs of nails per day, and give employment to six hundred operatives. All the works are driven by water power, the water being taken from the river at the head of the falls, and discharged into the canal at the foot of plane 7, east. At this point the canal leaves the valley of the Rockaway river, passing down two more planes to the intermediate table lands between the valleys of the Rockaway and Pompton rivers, and crossing the Pompton river by an aqueduct, reaches the Passaic river at Little Falls on that river. The canal crosses this river below the Falls by a stone aqueduct, 60 feet span, and 60 feet above the water. Here are the extensive freestone quarries of New Jersey, so much noted for the fine texture of the stone. Trinity Church, New York city, is built with stone from these quarries. The Passaic river falls 50 feet at this point, giving a large water power, now partially used for manufacturing purposes. The canal continues down the river on the same level, through the city of Paterson, a purely manufacturing city, of 20,000 inhabitants—situated at the Great Falls (90 feet) on the Passaic river. All the water power is now used, and, in addition, steam power has been extensively introduced.

At the lower end of the 17 mile level on the canal is the village of Bloomfield, which is another extensive manufacturing town. Five miles from Bloomfield is the city of Newark, the largest city in the State. The canal runs nearly through the centre of the city, a distance of three miles, affording facilities for distributing coal at convenient points along the whole distance. Leaving Newark, the canal crosses the Passaic river, the horses crossing on a bridge and towing the boats across the river. The boats cross the Hackensack river in the same way.

On the east side of the Hackensack river, the company has erected a steam engine of 100 horse power, to drive a large wheel, by means of which one hundred thousand gallons of water is raised per minute from the Hackensack river into the canal, to insure a full supply of water at all times.

At Jersey City the company has erected extensive wharves, piers and basins, for the convenience of the trade of the canal, and particularly for the re-shipment of coal and iron.

From Washington to Powerville, a distance of over 40 miles, the canal passes through a region of country all the way interspersed with magnetic iron ore and limestone, presenting some of the best locations for blast furnaces now unoccupied in the country.

There are twenty-three inclined planes, eleven west of the summit and twelve east of the summit. The greatest elevation of any one is 100 feet, and the least is 35 feet, and the average sixty-three feet each. Experience has demonstrated that these are better than locks, because by them the

company annihilate lockage or elevation, making the practical effect the same as if the canal were level, because a mile of canal with a plane in it, is passed as quickly as a mile of level canal. There are twenty six lift locks on the whole line from Easton to Jersey City. The elevation between Lakes Erie and Ontario could be overcome by one plane, instead of the tortuous route and tedious lockage of the Welland Canal. We mention the fact simply to help forward a great national work, which must be done if the States are to retain the trade of the West. We are assured by most competent engineers, that a plain can be made that will pass any craft that will pass the Sault Ste. Marie Canal, or any craft that is engaged in the carrying trade on the Lakes, in half an hour, from the level of one Lake to the level of the other Lake, carrying the vessel all the way in water, and that this can be done for less than half the money that would be required to make locks for the same craft.—*Phila. Ledger.*

South-western (Ga.) Railroad.

The annual meeting of the stockholders of this company was held on the 9th ult., at which the report of the Directors was presented, showing the result of the operations of the road for fiscal year ending July 31, 1860. The net earnings during that time, after paying all ordinary and extraordinary expenses, amounted to.....\$385,012 29 To which add premium and discount. 3,841 53

\$388,853 82

Disbursed as follows:	
Feb'y dividend, 4 per cent.	\$93,424 00
Interest on bonds.....	27,632 50
Annuity to city of Macon. 1,250 00	
	122,306 50
	\$266,547 82
Aug. divid'd, 4 per cent. \$116,876 00	
And an extra dividend of	
5 per cent.	146,095 00
	262,971 00

Leaving a surplus of.....	\$8,576 82
The debt of the company is as follows:	
1st. 7 per cent. bonds, endorsed by the Central Railroad and Banking Company, not convertible into stock, falling due in 1861	\$47,000 00
Do., falling due in 1862.....	55,000 00
	\$102,000 00
2d. 7 per cent. bonds issued for the Americus extens'n, falling due in 1863	\$11,000
Do., falling due in 1864	18,000
Do. do. 1865.....	14,500
	43,500 00
3d. 7 per cent. bonds issued for extens'n beyond Smithville, falling due in 1867	\$1,000
Do. falling due in 1877.....	
Do. do. 1878.....	250,000
Do. do. 1879.....	
Do. do. 1880.....	
	251,000 00

Total funded debt.....\$396,500 00
The bonds of 2d class are convertible into stock, whenever demanded by the holders. Of the third class, there are convertible into stock, whenever demanded, \$58,000; after June, 1861, \$53,000; and after June, 1865, \$140,000.

The current debt of the company, payable in cash, is small, being—

For balances due other companies....	\$6,080 70
Do. of estimates not called for. 1,249 80	
Do. Dividends unclaimed.....	4,588 00
Do. Invoices of articles purch'd 5,600 00	
Do. due contractors	2,494 22

\$19,912 72

The funds of the company have been constantly loaned at 7 per cent. interest, secured by stocks. The balance called for by the Treasurer's statement is \$308,469.14. It consists of money on hand and in Bank, \$87,186.16, and bills receivable, \$221,282.98. The whole of the bills receivable, except \$6,994.55 will be paid, with interest due and to grow due thereon (\$2,809.17) on the 15th of August, (the time at which the dividends declared are payable). The above \$6,994.55 will be paid on the 1st December next. The interest made on loans amount to \$72,350.10. On the 15th August, the amount will be \$75,059.27. The money has been paid on the railroad, except \$45,498.14, the balance in hand after paying the August dividends.

Four hundred tons of rails to continue relaying, have arrived. The cost of the same—about \$20,000—will be payable in the course of the month. The balance of cash and bills receivable, after paying the dividends, \$45,498.14, is ample to pay the current debt and the cost of the rails.

There being no longer any object in keeping the extension accounts separate in the books, the sum of \$1,518,418.85—the cost of road, so far, beyond Smithville—has been added to the pre-existing account of cost of road and equipment, and hereafter the extension stock as well as the original stock will appear in one account.

The whole cost of the road and equipment to 31st July has been \$8,770,425.34. This amount will be increased by the sum of \$5,860.89, being for estimates not yet called for by contractors and by the further expenditures hereinafter shown.

When the last annual report was presented, the stock of the company was still selling under par. The Board did not suppose that the holders of bonds would, to any great extent, convert them into stock. The business of the company immediately after August, 1859, was very prosperous, and the stock went up rapidly in the market. The consequence of this was, that the holders of bonds converted them into stock rapidly. The amount of capital allowed by law is \$3,500,000, and now, without the allowance by the Legislature of a further increase of capital, there cannot be a stock dividend. This will be made apparent.

The stock issued is.....\$2,921,900 00 Stock due to contractors for work done..... 85,961 91 Yet to be issued to contractors..... 15,917 86 There are bonds which can be converted into stock at the periods before stated..... 294,500 00

\$3,818,279 27

That the road, with its equipment, is fully worth \$4,000,000, and would pay dividends of *eight* per cent. per annum on that sum, with certainty, no one can reasonably doubt.

If the stockholders, at their next annual meeting, shall order the capital raised to four millions of dollars, and the Legislature shall allow the increase, a stock dividend, sufficient to cover what has been taken from profits of the road, can be made, with reliance upon dividends at the rate of eight per cent. per annum. The Board will apply to the Legislature for an increase of capital, and they do not apprehend that their request will be refused. But upon mature consideration of the subject, and after having consulted, informally, some of the large stockholders, they are, unanimously, of opinion that it will be best not to increase the capital by a stock dividend, even if we shall obtain the right to increase. They believe that regular semi-annual dividends of five per cent. can be made on a capital of \$3,500,000, and think that the stock, on that basis, would be preferable to an eight per cent. stock on an increased capital. Considering the receipt by the stockholders of the extra 5 per cent. dividend, the Board is fully convinced that the true policy is now to keep the capital at \$3,500,000—looking to dividends of ten per cent. But the Board will obey the instructions of the stockholders in this respect, if it shall be their pleasure to instruct.

Upon the conversion of the bonds of the company into stock and the issuing of stock to con-

tractors, the capital stock will be \$3,818,279.27. There are bonds not convertible into stock to the amount of \$102,000—which must be paid in cash in 1861, 1862, but the Board desires to anticipate the payment of them. The Board has agreed to issue to the Central Railroad and Banking Company, one hundred thousand dollars of stock at par, and it is intended to apply the money to the payment of these bonds. The Central Company, besides endorsing this company's bonds to the amount of \$210,000 without any commission or charge whatever, when we were about to extend our road beyond Smithville to the Chattahoochee, at the request of this company, passed a resolution to take one hundred thousand dollars of the stock of this company at par, whenever called on by this company to do so. At that time the stock of this company was under par. Without this assurance and support from the Central Company, the Board would not have undertaken to extend the road—thus supported and encouraged they did not hesitate to go on. This Board was glad of the opportunity, therefore, to show to the Central Company how highly the liberality of that company was esteemed, by granting them one hundred thousand dollars of stock at par, after the dividends of this day.

The Board indulged the hope of reporting at this time, the completion of the road and the settlement of the accounts for the same. There has been a little delay—which is satisfactorily explained by the Chief Engineer, who gives the assurance that the road will be opened to the river Chattahoochee, both at Fort Gaines and Eufaula, within thirty days.

There will be yet required, funds for the road, as shown by the Chief Engineer's report, to build the bridge at Eufaula, and to finish entirely the road and depots, \$233,294 14. This amount will be payable in Stock, Bonds and Cash, in the following proportions :

Stock.....	\$14,119 62
Bonds	84,280 80
Cash	134,893 72—\$233,294 14

It has been shown above, that upon the conversion of the Bonds of the Company into stock, and upon the issuing of stock to contractors, the capital stock will be \$3,818,279.27. Add to this, \$100,000 to be issued to the Central Company, and the amount will be \$3,918,279.27. There will be left a margin of stock yet to be disposed of, of \$81,720.73. This stock can be sold at a premium, and the proceeds applied to the road, thus reducing the above amount of \$233,294 14.\$151,573 37 The bonds to be issued as above..... 84,280 80

Will reduce the amount to.....\$67,292 57

Which can be raised at any moment, by a sale of bonds.

Then, at this period, the stock will be full.....\$3,500,000 00 And the bonds will be..... 151,573 37

Making cap'l and b'd debt together.\$3,651,573 37

Upon this plan, the Bonds hereafter to be issued, *cannot be made convertible*, or the period of conversion must be postponed. The outstanding bonds which *can be converted* into stock *may not* be converted—nevertheless, the result will be as stated, that, at the close, if the estimates of the Chief Engineer, be sustained, the combined capital stock and debt will not exceed \$3,651,573 37. In the judgment of the Board, the interest and dividend of *ten* per cent. per annum can be paid on that sum.

The account of profit and loss after the addition thereto of the surplus of \$8,576 82, before shown, will be \$358,555 85. The last mentioned sum shows the amount of earnings which, from time to time, (after paying dividends of 8 per cent. per annum) have been expended on the road and its equipments. There should be added thereto, the sum of \$24,072 05—which heretofore has been carried to the credit of cost of road from forfeited stock, making \$380,627 90. The opinion has been expressed, that the road would certainly pay

eight per cent. per annum, on a capital of \$4,000,000, and that, upon an increase of capital being allowed by the Legislature, a stock dividend to the amount of near \$400,000, could safely be made. If that plan were pursued, the item of "profit and loss" would be wiped out by the stock dividend.—Upon the plan recommended by the Board, the account of profit and loss must be closed by carrying the same to the credit of cost of road—reducing the cost so much. Then the Stockholders will be reimbursed for earnings which have gone into the road—by the holding of a ten per cent., instead of an 8 per cent. stock.

Chicago and Northwestern Railroad.

The first annual Report of this Company embraces a period of ten months to April 1, 1860. During five months of this time the business was conducted upon two disconnected portions of the road, trains not running over the completed road until Oct. 17 last, while during the other five months, from Nov. 1 to April 1, 1860, the road had nothing like a fair business, nor was it prepared to do it until the close of the Winter and the opening of the Spring. About the 1st of July the contractors commenced work on the road, and on the 6th of October following, the Company ran a train over the entire road, from Chicago to the City of Oshkosh, about 194 miles, having meanwhile built three large, substantial bridges over the Rock River, and completed 63 miles of road, including some six miles of side-track, and erected the necessary depot buildings and water stations on the new line of road.

Except for the delay in the arrival of iron, they would have been able to run over the entire road some fifteen days earlier than they did.

The moneys subscribed by bondholders for the completion of the road, to wit, ten per cent. upon all their bonds, and three-quarters of one per cent. for expenses of sale and re-organization, (including a debt due trustees, and incurred while operations on the road before sale,) have all been collected, with the exception of about \$9,000. The sinking fund bonds to be issued, for which, however, the Company retain in hand until such payment is made.

The entire cost of the construction of the fifty-seven miles of new road, and of the additional six miles of side track up to April 1, 1860, the close of the fiscal year, including rights of way and depot buildings, as per the Secretary's annual statement, amounts to \$532,304 67.

The earnings of the road from June 2, 1859, to April 1, 1860, about ten months, were \$384,659 15
The operating expenses in the same time were (or about 58 per cent. of the earnings) 222,586 78

Net earnings \$162,072 37

There was also expended for taxes, \$11,093 44; for legal expenses, and profit and loss (loss of money by fire), \$3,730; and on account of accident to excursion train 1st Nov., 1859, in rebuilding cars and expenses incidental, \$7,428 29—making a total of \$22,251 78.

Its earnings for March last were \$48,000 00
For April 51,000 00
And for May 62,000 00

For three months \$161,000 00

These earnings were made in a country suffering greatly from the late general depression, and especially from a total loss of its corn-crops last year, and a loss of a great part of its wheat and

other crops. Such a degree of failure and destruction of all crops in this generally productive, rich, and beautiful country, never occurred as last year. On the other hand, such full promise of abundant and extensive crops, of every kind, this same region of country never presented, as at the present moment.

The present season has been an earlier and a finer one for the farmer on the line of this road, and in its entire vicinity, than any ever enjoyed by them.

They have had more than a month's extra time in which to prepare and sow their Spring crops, and have improved the opportunity well, and the breadth sown is estimated at nearly double that of any preceding crop.

If the present crop ripens well and is well harvested, of which there is now such good promise, then, with a fair and sufficient equipment, this road, it is estimated, will earn, from and after the 1st of August next, an average of \$70,000 per month, equal to \$840,000 per annum, or about \$4,300 per mile per annum; and it would not surprise us, with a full crop and fair prices, if it exceeded this moderate estimate 10 or 20 per cent., and during the months of heavy business this Fall, the expenses will not probably exceed 40 per cent.

The funded debt of the road is as follows:

Sinking Fund 1st mtge. 7 per cent.	\$1,250,000
General 1st mtge. 7 per cent.	3,600,000
Second mtge. 6 per cent.	2,000
Depot mtge. 8 per cent.	245,000

Total \$7,095,000

The other liabilities of the Company, at the date of the report were \$174,000, due to R. H. Winslow, which has been partly paid since, and which is offset by \$150,000 of the Sinking Fund bonds pledged as collateral. The amount required to pay interest on the entire mortgage debt is \$479,100, and according to the estimate of business in the report from August 1, the road will fully net that amount, and probably a handsome surplus. The coupons of the general 1st mortgage are funded to Feb. 1 next, and those of the 2d mortgage to May 1 next. The sinking fund coupons have been regularly paid in February and August since the bonds were issued.

Chartiers Valley Railroad.

A meeting of the friends of this road was held in Washington, Pa., on the 24th ult. The President, Hon. J. K. Morehead, submitted a statement of the condition of the road, and the plan by which he expects to hasten its completion. The Washington *Reporter* says:

All that is required to complete the road is \$100,000, of which the President agrees to raise \$70,000 in Alleghany, provided the remaining \$30,000 of stock be taken by Washington county. The money will not be required to be paid unless the whole amount is raised. The subscription proposed will be *preferred* stock, bearing an interest of 8 per cent. and therefore no one can lose by any sum he may subscribe. The President will subscribe \$10,000. Such is his confidence in its being a paying road to the preferred stockholders.

The Pennsylvania Transportation Company is willing to pay an annual rent of 40 per cent. per annum, (which will be equal to \$72,000 annually,) for twenty years, and put the road in first class order, equal to any road in the country. There will be two daily passenger trains from Pittsburgh to Wheeling, and an accommodation train to each of these places, and two daily freight trains. The Hempfield Road will be leased by the same company.

Wealth and Taxation in Great Britain.

Recent official tables show three general results: First, that the burden of taxation in England is unfairly borne by the working classes. Secondly, that the taxation of or duty upon the necessities of life forms too large a portion of the public revenue. Thirdly, that the burden of taxation per capita, has gradually fallen from seventy-four shillings to forty-five shillings per annum.

First, as to Custom duties. The working classes, it is ascertained, pay over seven millions sterling on three articles, Tea, Sugar, and Tobacco, while the upper classes pay on the same articles a fraction over two millions.

Thus, on Tobacco, the gross duty levied was £5,500,000, an article which enters largely into consumption among the poorer classes, who contribute forty per cent. of the aggregate duty.

The proportion of tax upon each person, at different periods, would seem to have been as follows:

Year.	Population.	Taxes.	Tax per head. Shillings.
1810....	17,000,000	£57,000,000	67.1
1820....	20,000,000	74,000,000	74
1830....	22,500,000	58,000,000	51.6
1840....	25,500,000	51,000,000	40.9
1850....	25,000,000	55,000,000	40.8
1859....	29,000,000	66,000,000	42

The increased wealth of Great Britain in the same time furnishes a more equitable basis of taxation. For instance, one per cent. upon the property of the country would produce sixty millions sterling, which is about the ordinary annual expenditure.

The additions to the aggregate wealth of the country are indicated by the following summary:

Year.	Population.	Estimated Wealth.	Wealth per head.
1801..	£16,000,000	£1,800,000,000	£112
1811..	18,000,000	2,100,000,000	116
1841..	27,000,000	4,000,000,000	150
1859..	29,000,000	6,000,000,000	206

By removing or reducing the tax or duty on tobacco, this article would be more freely used among the people, and the tax upon property, real and personal, might with equity be enlarged.

Sleeping Car on the New York and Erie R. R.

The following description of a newly invented Sleeping Car, which the New York and Erie Railroad Company have recently placed on their road, is from the N. Y. Tribune:

The entire length of the car, including the platform, is 65 feet, and it is 11 feet wide, and 8 feet high. It has seats for sixty passengers, which can be readily changed into double or single berths to accommodate fifty-two sleepers. The wood work of the seats is St. Domingo mahogany; the back and cushions of the seats are covered with royal purple plush, and the berths are inclosed with satin damask curtains falling to the floor. The aisle between the seats is covered with Brussels carpet, and the lamps, upholstery, &c., are in keeping with the general fitting up of the car. At each end of the car are wash-rooms, supplied with marble basins, and every necessary convenience for the toilet.

Near these rooms heaters are placed, which, by a patented arrangement, throw the heat equally over the car and through a window into the wash-rooms, keeping the water from freezing in the coldest weather. The ventilating apparatus is of the most perfect character. A body of water under the car is forced up on either side into a recess, where it breaks like the spray of a fountain, falling back into the reservoir. The air entering the car passes through this water, being cooled and purified from all dust, and finds its entrance through ventilators along the aisles between the seats. This creates a current from the centre outward, which prevents the entrance of dust, cinders, or smoke, through the open winders, and

drives out all impurities of the vitiated atmosphere. The planning and building of this car was under the direct supervision of Mr. H. J. SWEETSER, Division-Superintendent. The cost of the car was \$8,000.

New York and Erie Railroad.

As we near the first of September much interest is felt as to the measures which may be adopted to restore the credit of the Erie Railroad Company. It was understood when the decree of foreclosure under the fifth mortgage appeared, some time since, that the management had effected arrangements for paying off the second mortgage bondholders. On the first of September the interest on these bonds falls due, and it is expected that that time will be selected as the most convenient opportunity for reimbursing the principal, at least such an intention is implied in the large purchases of the bonds at 102 $\frac{1}{2}$ by parties who are supposed to be well informed.

The silence of the company on the subject very naturally excites remark in some quarters; but enough is known to encourage the expectation of a speedy removal of this, as well as of all obstacles standing in the way of an unconditional release of the concern from the court, and a harmonious transfer of the road, on the 20th of November next, to the new Erie Company, agreeably with the acts of the New York, New Jersey and Pennsylvania Legislatures.

The future of the Erie Railroad, with this successfully accomplished, seems brighter than ever before, and its new start under the cheering auspices seen on all sides will mark a new era in the railroad history of the country, not less important in its bearings than that which followed the downfall of the concern in 1856 and '7. The company will enter upon 1861 with a clear balance sheet, for by that time all floating obligations will be paid; this, we understand, being the first consideration after the adjustment of the second mortgage.

At some time within the next sixty or ninety days interest payment will probably be resumed on the back coupons of the mortgage issues in default since the receiver took possession of the road, on the 9th of August, 1859. The interest account on all the mortgage issues will stand the 1st proximo as follows:

1st mortg.	2 $\frac{1}{3}$	per c't. accrued Sep. 1st, 1860
2d	.8 $\frac{1}{2}$	" "
3d	.10 $\frac{1}{2}$	" "
4th	.99.10	" "
5th	.8 $\frac{3}{4}$	" "

The total amount of mortgage bonds, as per Receiver's books, 15th August, 1859, was :

Int. payable.

1st mtg.	\$8,000,000, due 1867. 1st May & 1st Nov.
2d	4,000,000, due 1859. 1st Mar. & 1st Sept.
3d	6,000,000, due 1883. 1st Mar. & 1st Sept.
4th	8,705,000, due 1880. 1st April & 1st Oct.
5th	1,253,500, due 1888. 1st June & 1st Dec.

\$17,958,500 total.

The unsecured bonds, in accordance with the terms of the re-organization plan, are to be converted into preferred stock, thus leaving the bonded debt of the new company, upon which interest accrues, about \$18,000,000 as above, a reduction of nearly \$7,000,000. On this basis the account of the company the next fiscal year, commencing with October 1st, 1860, with gross earnings of \$6,000,000, which is the estimate of those most familiar with the prospects of the line, would stand as follows:

Receipts from October 1st, 1860, to October 1st, 1861.....\$6,000,000
Operating expenses, 55 per cent.....3,300,000

Net earnings\$2,700,000
Int. 7 per c't. on \$18,000,000. \$1,260,000
Preferred stock, 7 per cent.
on \$11,000,000.....770,000 2,030,000

Leaving to common stock.....\$670,000

The expenses are estimated at 55 per cent, which is above the rate of 1856, when the receipts reached \$6,250,000. With this large volume of business the coming year the advantages of the Long Dock Improvement over the unwieldy transportation arrangements with the Piermont terminus, will be sensibly felt, so that 55 per cent, expenses is more likely to be above than below the correct amount. The Long Dock Improvement it is expected will be in successful operation by the middle of November.—*Evening Post.*

Mississippi and Missouri Railroad.

The Mississippi and Missouri Railroad is making steady and sure progress westward. The track is laid several miles west of Iowa City, and the contractor gives assurance that it will be opened to Marengo, thirty miles west of Iowa City, by the middle of September. This town is surrounded by rich and populous portion of the State, and the opening of the road to that point will add largely to its business. The rolling stock of the line we learn is already taxed to its uttermost capacity, and the strife for cars at the different stations, to market the accumulating proceeds of the abundant harvest, has become active and interesting. Time and energy will furnish a satisfactory solution to these slight troubles. The next section of the road, thirty miles between Marengo and Grinnell, is mostly graded, and a large amount of ties are already delivered. It will be completed early in the Winter or Spring of 1861. Grinnell is 115 miles west of the Mississippi, leaving, when the road reaches that point, only about 200 miles more to complete it to the Missouri. The importance of the line to our city, and to the country through which it passes ought to secure its completion early in 1862. It could be done if the money could be provided, within the next six months.

The amount of business that the road will command will astonish its most sanguine friends. Besides the trade, it would attract from Kansas, Nebraska, and the Upper Missouri, there are 30,000 people at Pike's Peak, who would contribute very largely to its traffic. The entire country west of the Mississippi is settling very rapidly, and the direct connection with Chicago and the seaboard which this road would afford, would both accelerate the development of that vast fertile region, and secure for our city, the Rock Island Railroad, and the roads connecting with it from the East, a largely increasing and lucrative business. On every account, therefore, it is very important that this line, connecting as it will with the Great Central Pacific Railroad, should be completed at the earliest day possible.—*Chicago Press.*

Illinois River Railroad.

This road is now completed from Pekin, on the Illinois River, to Virginia, Cass County, a distance of fifty-eight miles. A train of platform cars runs daily over the entire line of road, and is doing considerable business in the way of carrying freight. It is expected that by the first of next week a passenger train will be placed upon the road. We are informed that negotiations are on foot which it is hoped will result in the completion of the bridge over the Illinois River at Pekin and the building of the track from that point to Peoria, within the next sixty or ninety days. For the present, a steam packet plies between Peoria and Pekin, running in connection with the trains on the Bureau Valley Road. The Illinois River Road is to be operated by the Chicago and Rock Island Company, and when completed, trains will run through from Chicago to its southern terminus. It will prove a valuable feeder to that road, and contribute not a little to the rapidly growing commerce of our city.

The public are mainly indebted to the untiring energy and business tact of Hon. R. S. Thomas, of Cass County, President of the road, for the opening of this important thoroughfare. The road has been built during a period of unparalleled financial pressure, and in the face of obstacles and discouragements that would have induced almost any other man to abandon the work in despair. On more than one occasion he saved the road by a

pledge of his individual credit. The result is no less creditable to his energy and public spirit than to his clear-headed business tact and sagacity.—*Chicago Tribune*, Aug. 13.

General Railroad Intelligence.

We learn that the present Governor of Massachusetts, Hon. NATHANIEL P. BANKS, has been tendered the appointment of Vice-President and resident Manager, in Illinois, of the Illinois Central Railway, made vacant by the recent resignation of Capt. GEORGE MCLELLAND. And the probability is that Gov. BANKS will remove to Chicago at the close of his present term of office in Massachusetts, and accept the new appointment.

Mr. MCLELLAND will immediately take the position of President of the Eastern Division, and Superintendent of the whole line of the Ohio and Mississippi Railroad. Mr. McL. has been connected with the Illinois Central Railway for some time as Vice-President, and is a practical railroad man.

Dr. Jephtha Fowlkes, Gen. C. B. Stuart, Major E. A. Blanch, and Messrs. DeGraffe and Smith, the managers in the prosecution of the work on the Southern Pacific Railroad, have arrived at Marshall, and have perfected arrangements for a vigorous prosecution of the work. Under their contract, Messrs. DeGraffe and Smith are to have fifty miles of the road completed in fifteen months. In order to accomplish this, the road will be divided into sections and sub-let to planters.

W. A. DUDLEY, Esq., the Commissioner who sold the Covington and Lexington Railroad, gives notice that the holders of unpaid coupons due before September, 1858, must present them to him for payment before the 1st day of February next, or no payment will be made on them. The second instalment of the purchase money of the road will be due October 5, when the Commissioner will be ready to pay the coupons of the second mortgage bonds due March, 1859, and the coupons of the preferred thirds, due December, 1858, as well as a second instalment on the preferred incomes.

It is stated that the Board of Directors of the Bellefontaine line have declined to accept the resignation of Mr. JOHN BROUEN, as President. This, of course, settles the question of his accepting the Presidency of the Marietta and Cincinnati Company, which had been tendered him by the Trustees.

The Chicago *Press* states that arrangements have been made for the completion of the Sterling and Rock Island Railroad within the next six or eight weeks. Five hundred tons of the iron are already ready at Chicago, and will be forwarded to their destination. The four thousand tons of iron necessary for the entire road are all purchased, and will be delivered as fast as it can be laid. The ties are nearly all delivered, and the grading and bridging are about finished. The managers mean to have it done in time to bring the crops along the line of the road.

The Oswego and Syracuse Railroad has declared a semi-annual dividend of three per cent. The Oswego *Times* says that "probably at no previous time has the Oswego and Syracuse Railroad been more prosperous than during this summer and up to the present time. Its freighting business has been heavy, and the travel more than proportionately large."

The proposed South Amboy and Woodbridge Railroad is now advancing, and the right of way through Perth Amboy has been obtained. When five thousand dollars additional stock is subscribed the New Jersey Railroad will commence building the road, and it will be completed in four months.

The September interest on the bonds of the Rome and Watertown road will be paid, on the 1st inst., at the People's Bank in this city, and also the principal of the bonds falling due at that time. This company have always met their bonds and interest at maturity. The early classes of their bonds are now maturing annually and promptly paid. Their long bonds, due in 1860, are also being gradually paid off by a fixed annual contribution to the Sinking Fund sufficient to pay the entire issue at maturity—the fund being regularly invested in the purchase of that class of bonds.

W. H. WARD, Esq., of Auburn, N. Y., has received instructions from the English Admiralty to carry out a final series of experiments at Woolwich dockyard with his improved system of ocean telegraph signals, preparatory to its adoption in the royal navy. Mr. Ward's system has already been recognized by the Emperor of the French and the United States Government.

Atlantic and Great Western Railroad.

This road, which is destined to become one of the great through lines of the continent, has been completed from its junction with the New York and Erie Railroad at Little Valley to Jamestown, and the occasion been celebrated with all becoming enthusiasm. From an account of the enterprise published in the Jamestown *Journal* of the 26th ult., we take the following details of its history and progress:

"This great enterprise, which has for a decade of years absorbed the interest of capitalists and commercial men, as well as the business public, both east and west, and which in its vastness of design unites the valley of the Mississippi (and ultimately the Pacific slope) to the great emporium of the Atlantic shore, has reached a stage of its completion that assures its speedy and indisputable success. Its line traverses the very gardens of the States, the central region through Pennsylvania, Ohio and Indiana, so well known to producers and buyers as the great market ground between the lakes and the gulf states, and it will, when completed, be the grand artery of commerce and travel through the country.

On the 6th day of April last the negotiations which had been for some time going on between the Erie and New York City Railroad, and the Atlantic and Great Western Railroad Company, were brought to a close satisfactory to all the parties in interest. The result was the adoption by the latter company of thirty-eight miles of the Erie and New York City Railroad line. The principal part of the work done upon this thirty-eight miles was in grading.

On the 26th of the same month the engineers of the new company placed their instruments upon the line for the first time, and about the first of May the contractors and engineer corps commenced operations at the junction with the New York and Erie Railroad, near Little Valley.

On the 3d day of July the iron was laid down to Randolph, sixteen miles from the New York and Erie Junction. The subsequent progress has been more speedy, as larger forces of men have been employed on the work.

The Atlantic and Great Western Railroad has run its first train of cars into Jamestown, opening thirty-three miles of this great thoroughfare of travel and transport. The vigor of the English engineer, the coolness and energy of his American associate, Mr. Hill, and the almost incessant urging of the work by the able contractors, Messrs. Doolittle and Streator, have achieved this result. Such a systematized labor, such a skilful selection of architects and workmen, and such a husbanding of time, material and resources, have been seldom seen, even upon the largest public works.

The enterprise has been literally driven through—not, however, with any lack of the most thorough oversight and execution. Sixteen hundred men

have been employed in all departments of the enterprise, and all kept sharply at work by the admirable organization of the forces by the contractors. As a specimen of the rapidity of the operations, we may mention that the track laying, when unobstructed, was carried on at the rate of one mile per day, and that on one day, two-and-one-fifth miles were laid. The work has been prosecuted for the last two or three days in the midst of heavy storms of driving rain, and even at that 'the night has been joint laborer with the day.'

On board the train were Messrs. Kennard and Hill, chief engineers; Messrs. Minot and Marsh, officers of the New York and Erie Railroad, and Signor Deosaldo, agent for Don Jose de Salamanca, and Signor Navarro, agent for the Duke de Rienzares, and other representatives of the Spanish interest in this country; John Goddard, Esq., of London; Robert Thallon, Esq., of New York.

Ohio Railroad Reports.

The Senate Committee, of which the Hon. Wm. O. COLLINS is chairman, introduced a resolution, which was passed on the 24th March last, requesting that each railroad company in Ohio, incorporated under any act of the State, should file a report in the office of the Secretary of State, on or before the 20th of October, 1860, setting forth the condition and operations of such company previous and up to the first day of September. The object of this resolution was to secure the greatest possible amount of information in regard to the corporate powers, organization and construction, capital stock, indebtedness, characteristics of the lines, track and structures, machinery and equipments, business and revenue, expenses, &c. The resolution is in no way compulsory, and is, therefore, entirely optional with the companies to give the information asked for or not; but in view of the fact that some future action in regard to the railroad laws of the State may be taken by the Legislature at its next session, it appears to us that it is desirable that they should have the most reliable information before them. There would then be less danger of doing injustice to any company through ignorance.

The Senate Committee has published a circular, which has been addressed to every railroad in the State, embodying a statement of what kind of information is desired, and we trust that each company will respond promptly. It would not only furnish a basis for legislative action, if any should be deemed necessary, but would result in a compilation of most valuable statistics in regard to the extent and progress of the net-work of railroads in Ohio. We hope, therefore, that the Committee will meet with the cordial co-operation of all practical railroad men.

Dubuque, Marion and Western Railroad.

We learn that a contract has been let to Mr. Crosby, of Marion, for the grading, bridging and tying of this road, from Anamosa to Marion. The company have also ordered a suit to be commenced against the Cedar Rapids and Missouri River Railroad Company to set aside the land grant resumption act, passed by the last Legislative Assembly. This act purports to resume the grant into the hands of the State and regrant it to the Cedar Rapids Company on the ground of forfeiture, although by the terms of the grant no forfeiture could take place before the first day of December, 1865. The Dubuque, Marion and Western Company know their rights and are able to maintain them. Our readers will recollect that the more formidable claim of the Des Moines River Navigation Company to about 108,000 acres of the best of these lands, set up under half a dozen acts of the Legislature of the State, was held to be worthless by the Supreme Court of the United States in March last. The Cedar Rapids and Missouri

River Railroad Company are inevitably doomed to share the same fate. Suit will be commenced against them in a few days.—*Dubuque Daily Times*, August 21.

Completion of Minot's Rock Light.

The new lighthouse on Minot's Rock has been completed, and last evening the lantern was lighted up for the first time, to test the power of the light. The lantern was covered so as prevent the light from being seen by inward bound vessels, but was open toward the shore. The light was a very powerful one, and could be seen from a great distance. By the side of it the lights on the light ship seem like farthing candles. We congratulate the mercantile community upon the completion of this important light before another season of storm and disaster. The work has been prosecuted to completion with much vigor by Capt. Alexander of the Engineer Corps, the Superintendent, to whom great credit is due for its early completion. —*Boston Journal*, 23d.

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending August 11, were \$52,784 17 Week ending August 13, 1859 38,874 41

Increase in 1860 \$13,909 76 Total traffic from July 1st, 1860 \$322,714 18 Same period last year 288,917 21

Increase \$38,796 92

The Receiver's report of the Ohio and Mississippi Railroad, for July, is as follows:

RECEIPTS.

Balance on hand from June account	\$83,004 61
Freight earnings of June	1,651 76
Passengers prior to July	10,434 86
Freight do.	6,673 33
Passenger earnings in July	32,165 50
Freight do.	18,749 70
From other sources	10,399 47
	80,075 12

Total \$118,099 68

DISBURSEMENTS.

Paid on account 1st mortgage bonds, due January 1, 1860	\$15,015 00
Interest and discount	575 12
Office and other expenses	693 23
On acc't balance due other roads	102 61
Charges advanced on acc't other roads	1,745 97
On account of June arrearages	4,450 87
Current operat'g expenses, and construction work for June	63,561 85
	86,144 25

Balance carried to August acc't \$26,935 48

The earnings of the Cincinnati, Wilmington and Zanesville Railroad for July were \$14,627 86, and the expenses \$12,456 83. The total of receipts above repairs was \$2,171 83. The amount due the Company, July 31st, was \$9,849 95. The liabilities contracted by the present Receiver, and remaining unpaid amount to \$12,486 04.

Cincinnati Stock Sales.

By KIRK & CHEREV.

For the week ending August 27 1860.

	BONDS	Per cent
Covington and Lexington, 1st Mortgage	6d	72—75
" " " 1st "	7d	82—85
" " " 2d "	7d	72—75
Cinc. Ham. and Dayton, 1st Mortgage	7d	96—100
City of Cincinnati, Railroad	6d	85—88

STOCKS.

Cincinnati, Hamilton & Dayton	75—76
Little Miami	80—80
Columbus and Xenia	85—86
Indianapolis & Cincinnati	45—47
Ohio and Miss. R. R. Trustees Scrip	12—15

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.						
	Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Cars.	Passenger	Freight, etc.	Companies.			Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.			Earnings.				
	M.	M.	M.	M.	No.	No.	No.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Milesage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.			
20 Jun. '59	43.3	—	—	72.3	3	2	19	Alab. and Florida	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	50,430	22,369	—	—			
23 Feb. '59	30.3	—	—	58.1	2	2	19	Ala., Ga. and Mississippi	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	55,791	31,852	—	—			
31 May '59	99.2	—	—	68.4	7	7	84	Ala. and Tennessee Rivers	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—			
31 Jun. '59	57.0	—	—	171.3	—	—	—	Mobile and T'v'ard	1,500,000	*	—	—	—	—	57.0	236,791	76,773	21,006	—	—			
1 Jan. '59	319.2	14.7	—	213.0	25	18	361	V'ohio and Ohi	7,252,801	681,859	114,894	3,441,858	4,051,547	726,546	8,360,702	20.0	372,300	789,787	420,000	—	—		
23 Feb. '59	88.5	28.4	—	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	—	446,156	211,886	6	—		
6 Dec. '59	—	—	—	209.5	—	—	—	North East and South West	600,000	*	—	650,000	—	—	1,030,957	—	—	—	—	—	—		
—	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	301.4	—	—	—	ARKANSAS.	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	107.5	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—		
30 Sep. '59	22.5	—	—	41.8	—	—	—	CALIFORNIA.	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	211,420	115,076	—	—			
—	—	—	—	—	—	—	—	CONNECTICUT.	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	31 Jan. '59	23.0	—	—	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	56,044	20,618	6	—	—		
—	—	—	—	30 Sep. '59	122.4	—	—	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,510,500	319,443	4,323,922	122.4	246,523	323,500	152,777	—	—		
—	—	—	—	31 Aug. '59	61.4	10.6	—	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,184	10	132		
—	—	—	—	31 Dec. '58	—	—	21	Housatonic	2,438,847	*	8,555	2,000,000	278,500	76,675	2,555,837	150.0	—	271,273	66,330	—	—		
—	—	—	—	31 Dec. '58	57.0	—	—	Naugatuck	1,578,301	*	—	1,031,800	437,550	80,713	1,706,802	67.0	—	199,586	314,068	—	—		
—	—	—	—	31 Nov. '58	62.5	—	—	N. Haven, N. London and Ston	1,470,661	*	11,050	728,538	750,000	—	1,488,538	50.1	—	76,758	8,946	—	—		
—	—	—	—	31 Dec. '58	46.4	8.8	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,481,723	55.2	—	158,652	loss	5	—		
—	—	—	—	30 Nov. '58	66.0	—	—	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	—		
—	—	—	—	31 Mar. '59	62.2	—	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,931	74.0	432,024	828,692	315,833	3	37		
—	—	—	—	31 Mar. '59	59.0	7.0	—	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	—	266,417	44,587	—	—		
—	—	—	—	—	—	DELAWARE.	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
—	—	—	—	31 Dec. '58	71.0	—	10.4	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	—	66,628	—	—	—		
—	—	—	—	30 Nov. '58	14.3	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	—	19,895	—	—	—		
—	—	—	—	—	55	154.2	—	FLORIDA.	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	30 Apr. '58	45.1	—	Florida and Alabama	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	—	—
—	—	—	—	30 Jun. '59	31.3	2.0	28.6	Fla., Atlantic and Gulf Central	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	—	10,255	1,504	—	—		
—	—	—	—	—	—	—	59	Pensacola and Georgia	—	—	—	—	—	—	29.4	—	—	—	—	—	—		
—	—	—	—	31 July '58	86.7	—	15	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,076	86.7	—	362,061	197,357	8	125		
—	—	—	—	31 Dec. '59	30.0	—	133.5	Atlanta and Gulf—M. Trunk	—	—	—	—	—	—	30.0	—	—	—	—	—	—		
—	—	—	—	31 Dec. '58	57.3	—	—	Augusta and Savannah	1,032,200	*	—	733,700	293,500	—	1,032,200	53.0	—	125,427	69,679	—	—		
—	—	—	—	30 Apr. '59	54.5	—	23.7	Brunswick and Florida	755,000	*	—	151,887	—	—	31.0	—	—	—	—	—	—		
—	—	—	—	30 Nov. '59	191.0	—	—	Central of Georgia	2,750,000	*	826,171	3,750,000	106,267	5,977,106	229,000	790,030	1,033,947	839,604	10	—			
—	—	—	—	31 Mar. '59	171.0	61.0	—	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	7,368,665	232,000	1,154,621	544,363	8	100	—			
—	—	—	—	30 Nov. '59	102.5	—	—	Macon and Western	1,500,000	—	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,786	11	110		
—	—	—	—	31 July '58	59.0	—	10.7	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	—	202,714	110,516	8	—		
—	—	—	—	1 May '59	68.1	—	3.4	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,474,130	71.6	—	—	—	—	—		
—	—	—	—	31 July '59	168.1	56.5	14.8	South Western	3,165,000	*	—	2,254,000	631,000	—	2,254,000	147.2	171,758	547,876	337,769	—	—		
—	—	—	—	30 Sep. '59	188.0	—	52	Western and Atlantic	5,901,497	*	—	—	—	—	138.0	—	—	832,343	454,641	—	—		
—	—	—	—	—	—	ILLINOIS.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	220.0	—	—	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	—	—	—	—	—		
—	—	—	—	30 Apr. '59	138.0	—	62	Chicago, Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	—	8,149,084	210.0	—	1,044,573	171,515	—	90		
—	—	—	—	31 Dec. '59	45.0	6	14	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	120,000	188,085	2,050,065	45.5	14 mo.	243,282	135,284	—	—		
—	—	—	—	1 Apr. '60	194.0	—	—	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,034	75,829	9,344,863	194.0	—	384,656	139,822	—	—		
—	—	—	—	30 Jun. '59	181.8	—	58	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	224.8	—	1,407,346	629,029	82	—		
—	—	—	—	31 Dec. '59	121.0	138.5	73.6	Fox River Valley	580,000	—	—	580,000	—	—	84.0	—	—	—	—	—	—		
—	—	—	—	—	—	31 Dec. '59	57.0	Galen and Chicago Union	8,027,473	211,003	6,026,400	3,783,013	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	75			
—	—	—	—	31 Dec. '59	454.8	252.5	81.5	Great Western	5,022,926	*	10,000	1,600,000	3,068,426	324,500	5,022,926	175.0	—	1,976,578	556,624	87	—		
—	—	—	—	—	—	—	—	Illinois Central	19,674,214	3,347,709	—	10,249,210	20,000,000	1,297,377	31,596,487	708.3	—	—	—	—	—		
—	—	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	—	108.0	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	Cincinnati, Peru and Chicago	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	—	249,867	119,432	—	—		
—	—	—	—	—	—	—	—	Evansville and Crawfordsville	1,666,280	244,081	25,641	611,050	1,160,000	47,856	2,111,059	109.0	—	365,189	132,094	6	58		
—	—	—	—	—	—	—	—	Indiana Central	2,497,952	540,043	25,689	1,689,900	1,362,284	140,680	3,458,108	110.0	—	443,586	230,834	9	42		
—	—	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	45,673	2,272,357	84.0	—	236,397	80,106	—	—		
—	—	—	—	—	—	—	—	Jeffersonville	1,839,576	*	—	1,014,252	881,000	99,400	—	108.0	—	222,737	74,328	—	—		
—	—	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	—	—	—	—	—		
—	—	—	—	—	—	—	—	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,836,816	—	—	135.0	—	206,114	82,632	—	—		
—	—	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	—	2,8											

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending	Railroad.										Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line,	Lateral and Branch Lines,	2nd Track and Siding,	Read in progress or projected.	Equipment.		Cars.	Engines.	Passenger.	Freight, etc.		Property and Assets.	Liabilities.	Railroad and Appurtenances.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares	
	M.	M.	M.	M.	No.	No.	No.								\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.	
MAINE.																										
31 Dec. '58	32.0	—	—	6.0	4	—	25	Androscoggin	—	—	145,271	*	145,787	511,500	32.0	22,001	30,957	17,263	—	—	—	—	—	—	—	
31 May. '59	55.0	—	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	—	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	—	—	—	—	—	
30 Jun. '59	149.0	—	25.0	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	—	—	—	—	—	—	
31 Dec. '58	12.5	—	—	4	2	45	Bangor, Oldtown and Milford	—	252	—	135,000	—	—	—	175,516	12.5	25,437	33,059	16,530	—	—	—	—	—	—	
31 Dec. '58	63.0	9.0	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	—	—	72.6	169,240	145,074	70,746	—	—	—	—	—	—		
31 Dec. '58	—	—	—	23.0	—	—	Penobscot	308,413	—	—	180,000	143,678	—	—	—	—	—	—	—	—	—	—	—	—		
31 May. '59	54.7	—	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	565,228	1,206,800	128,576	1,890,604	54.7	oper. by An. & K.	67,324	—	—	—	—	—	—			
31 May. '59	51.3	—	—	11	13	118	Portland, Sac and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	98	—	—	—	—	—	
31 May. '59	37.0	—	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	—	55,403	28,404	—	—	—	—	—	—		
31 May. '59	18.5	—	—	33.5	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	—	—	—	—	—	—	—	—	—		
MARYLAND.																										
30 Sep. '59	279.6	7.2	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,806,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	61	—	—	—	—	—	
30 Sep. '59	30.0	—	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	—	—	—	—	—	—	—	—	442,219	268,540	6	100	—
31 Dec. '58	138.0	4.0	—	42	38	1,455	Northern Central	6,843,457	733,934	220,966	2,260,000	5,395,800	655,507	8,861,557	154.5	606,482	810,604	364,649	221	—	—	—	—	—	—	
MASSACHUSETTS.																										
30 Nov. '59	21.2	—	2.0	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope. rat. by Housat.	42,000	7	—	—	—	—	—	—	—	—	
30 Nov. '59	26.8	1.8	43.6	21	26	560	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	205,798	8	105	—	—	—	—	—	
30 Nov. '59	74.3	8.8	51.3	30	43	560	Boston and Maine	3,846,683	73.057	105,937	4,076,974	—	—	4,523,400	83.1	540,372	860,119	394,475	8	109	—	—	—	—	—	
30 Nov. '59	47.0	7.0	22.3	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,180,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	108	—	—	—	—	—	
30 Nov. '59	44.6	24.0	59.2	30	56	380	Boston and Worcester	4,201,164	437,416	100,000	4,500,000	500,000	29,565	5,751,512	83.7	511,046	1,067,071	311,525	7	107	—	—	—	—	—	
30 Nov. '59	46.1	1.1	2.7	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124	—	—	—	—	—	
30 Nov. '59	50.0	2.4	8.9	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4	48	—	—	—	—	—	
30 Nov. '59	44.1	30.5	24.4	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	81	—	—	—	—	—	—	
30 Nov. '59	19.3	1.3	3.6	—	—	44	Fairhaven	742,592	4,416	—	299,107	280,261	—	776,790	ope. rat. by Eastern.	11,663	67	—	—	—	—	—	—			
30 Nov. '59	50.9	16.8	70.9	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	101	—	—	—	—	—	
30 Nov. '59	24.9	—	2.0	—	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98	—	—	—	—	—	
30 Nov. '59	12.4	—	2.3	2	3	27	Lowell and Lawrence	577,582	—	—	200,000	100,000	57,065	653,030	ope. r. by N. H. & N' h'	28,791	—	—	—	—	—	—	—			
30 Nov. '59	14.6	—	17.1	12	12	324	Nashua and Lowell	322,883	30,275	—	600,000	—	—	363,158	ope. r. by B. and L'll.	12,550	6	—	—	—	—	—	—			
30 Nov. '59	20.2	1.6	—	1	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	—	608,563	30.0	158,374	229,206	68,510	8	112	—	—	—	—	—	
30 Nov. '59	26.9	—	2.3	5	9	44	Newburyport	565,272	63,696	—	220,240	221,600	211,693	655,533	36.0	75,866	51,338	14,057	4	104	—	—	—	—	—	
30 Nov. '59	8.6	—	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,581	—	—	—	—	—	—			
30 Nov. '59	79.5	7.8	25.6	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,268	73.7	410,591	646,755	306,413	6	107	—	—	—	—	—	
30 Nov. '59	18.6	—	0.7	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,490	48,355	27,000	6	—	—	—	—	—	—	
30 Nov. '59	43.4	1.0	14.9	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	103	—	—	—	—	—	
30 Nov. '59	16.9	—	1.7	3	3	1 Salem	366,967	82,543	—	243,305	226,900	316	470,215	ope. r. by B. and L'll.	17,500	—	—	—	—	—	—	—	—			
30 Nov. '59	11.5	—	0.4	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	97	—	—	—	—	—	—	
30 Nov. '59	11.1	0.6	7	18	—	144	Taunton Branch	448,700	—	—	448,700	—	—	451,000	—	451,000	ope. r. by Ho usaton.	31,496	7	—	—	—	—	—	—	
30 Nov. '59	6.1	—	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope. r. by T. and B.	5,333	—	—	—	—	—	—	—			
30 Nov. '59	8.0	5.5	11	11	11	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,311	8	19	—	—	—	—	—	
30 Nov. '59	160.1	17.3	106.8	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	11	—	—	—	—	—	
30 Nov. '59	45.7	—	9.3	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	69	—	—	—	—	—	
MICHIGAN.																										
1 Jan. '59	17.3	—	2.7	2	1	100	Bay de Vojet and Marquette	3,195,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	—	239,585	11								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.						
	Main Line.		Lateral and Branch Lines.		2nd Track and Side-lines.		Road in progress or projected.		Engines.		Cars.		Companies.					Property and Assets.					Liabilities.					Road operated, incl. road leased, etc.		Gross.		Net.		Dividends.		Price of shares.	
	M.	M.	M.	M.	No.	No.	No.	No.	Passenger.	Freight.	etc.																					p. c. p. e.					
30 Sep. '59	—	—	140.0	—	5	12	53	—	—	—	—	—	—	—	—	—	—	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$						
30 Sep. '59	32.9	—	3.3	—	5	12	53	—	—	—	—	—	—	—	—	—	—	406,952	—	404,950	—	31,135	436,085	—	32.9	93,894	84,119	11,215	—	—							
30 Sep. '59	33.8	—	34.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,557,502	136,038	439,005	1,575,099	50,000	2,392,984	—	32.9	93,894	84,119	11,215	6	100							
30 Sep. '59	33.9	—	2.6	—	73.6	4	6	39	—	—	—	—	—	—	—	—	2,392,984	—	1,000,000	1,932,984	—	1,512,806	37.5	36,838	62,941	32,952	—	—									
30 Sep. '59	34.9	—	1.6	—	—	—	—	—	—	—	—	—	—	—	—	—	1,156,148	81,405	804,648	700,000	8,158	4,206,709	235.0	20,647	26,858	13,429	5	—									
30 Sep. '59	35.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	496,661	—	250,000	220,000	—	—	14.8	—	—	—	—	—	—	—	—						
30 Sep. '59	36.0	—	13.6	18.5	28	32	386	—	—	—	—	—	—	—	—	—	3,150,762	*	164,200	680,000	2,592,221	282,142	4,206,709	235.0	487,589	541,249	172,321	—	—								
30 Sep. '59	36.3	—	18.0	—	28	34	312	—	—	—	—	—	—	—	—	—	2,467,258	312,736	449,000	1,934,850	1,049,000	161,203	3,145,213	87.8	310,488	484,327	419,378	10	120								
30 Sep. '59	36.4	—	33.1	—	—	—	—	—	—	—	—	—	—	—	—	—	1,057,629	37,971	687,000	411,000	1,098,000	34.6	61,435	59,265	10,598	4	80										
30 Sep. '59	37.4	—	2.1	—	—	—	—	—	—	—	—	—	—	—	—	—	400,000	—	380,000	70,000	—	450,000	ope r. by N.	Y. & E.	24,000	6	—										
30 Sep. '59	38.8	—	2.9	—	10	8	83	—	—	—	—	—	—	—	—	—	500,000	—	500,000	—	500,000	ope r. by Re ceivers.	30,000	—	—	—	—	—	—	—							
30 Sep. '59	—	—	63.2	—	—	—	—	—	—	—	—	—	—	—	—	—	500,000	—	500,000	—	500,000	ope r. by Re ceivers.	30,000	—	—	—	—	—	—	—							
30 Sep. '59	—	—	15.0	—	4	3	60	—	—	—	—	—	—	—	—	—	329,225	—	75,689	165,000	82,500	329,225	ope r. b. N.	Y. & E.	—	—	—	—	—	—	—						
30 Sep. '59	17.5	—	0.5	—	4	3	60	—	—	—	—	—	—	—	—	—	148,000	27,000	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—									
30 Sep. '59	144.0	—	106.5	—	52	107	642	Hudson River	—	—	—	—	—	—	—	—	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	57	—								
30 Sep. '59	—	—	73.8	—	—	—	—	—	—	—	—	—	—	—	—	—	74,203	—	75,771	—	—	—	—	—	—	—	—	—	—	—							
30 Sep. '59	—	—	182.0	—	—	—	—	—	—	—	—	—	—	—	—	—	3,497,558	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—	—	—	—					
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	—	—	—	—	—	—	—	—	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	12	—								
30 Sep. '59	297.8	358.1	313.8	211	237	3,171	—	New York Central	—	—	—	—	—	—	—	—	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	555.9	3,945,128	6,200,845	2,791,419	7	84								
30 Sep. '59	544.6	19.0	282.5	219	194	2,763	—	New York and Erie	—	—	—	—	—	—	—	—	31,148,015	4,172,192	1,311,385	11,000,000	25,226,505	2,074,705	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	—								
30 Sep. '59	130.8	21	30.9	33	93	576	—	New York and Harlem	—	—	—	—	—	—	—	—	7,303,339	654,777	5,717,100	5,151,287	147,640	—	152.0	621,747	975,863	358,792	17	—									
30 Sep. '59	119.0	3.8	17.7	28	8	417	—	Northern (Ogdensburg)	—	—	—	—	—	—	—	4,097,208	702,079	3,077,900	1,500,000	—	4,799,237	121.8	347,800	382,932	120,850	—	—										
30 Sep. '59	35.0	—	2.2	—	7	6	44	Oswego and Syracuse	—	—	—	—	—	—	—	675,215	100,462	396,340	213,500	10,875	—	36.9	69,759	109,152	60,829	8	—										
30 Sep. '59	75.4	—	2.0	—	6	4	33	Potsdam and Watertown	—	—	—	—	—	—	—	1,527,072	67,884	665,419	91,100	192,748	1,769,167	75.4	107,046	104,007	47,571	28	—										
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	—	—	—	—	—	—	—	743,908	167,057	61,000	140,000	901,026	46.2	61,900	235,902	1,876,709	6	56											
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	—	—	—	—	—	—	—	652,151	1,776	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—										
30 Sep. '59	18.0	—	1.0	—	2	—	—	Sackets Harbor and Ellisburg	—	—	—	—	—	—	—	371,556	17,714	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—	—	—	—							
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	—	—	—	—	—	—	—	480,684	—	300,000	85,000	—	385,000	ope r. by Ren.	30,150	7	—	—	—	—	—	—							
30 Sep. '59	40.9	6.6	3.9	9	12	—	—	Saratoga and Whitehall	—	—	—	—	—	—	—	820,518	74,904	500,000	93,000	—	895,000	54.5	107,506	154,099	7,493	—	—										
30 Sep. '59	—	—	—	—	13.2	—	—	Staten Island	—	—	—	—	—	—	—	114,015	—	50,000	41,200	—	114,459	—	—	—	—	—	—	—	—								
30 Sep. '59	11.0	—	—	—	—	—	—	Brooklyn and Jamaica	—	—	—	—	—	—	—	369,856	—	284,850	85,000	—	—	—	—	—	—	—	—	—	—	—							
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	—	—	—	—	—	—	—	2,851,292	—	1,200,130	1,643,126	146,079	2,989,336	81.3	176,273	196,402	112,156	—	—										
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	—	—	—	—	—	—	—	1,120,272	604,911	800,500	247,076	1,659,057	51.0	194,921	218,639	103,010	—	—											
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	—	—	—	—	—	—	—	275,000	—	294,731	—	—	—	—	—	—	—	—	—	—	—	—							
30 Nov. '58	54.5	—	10.4	—	—	—	—	Troy Union	—	—	—	—	—	—	—	—	300,000	—	300,000	205,000	—	72.0	144,000	84,000	41,456	6	47										
31 Dec. '58	32.0	—	6	5	68	—	—	Greenville and Miami	—	—	—	—	—	—	—	888,000	*	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—										
30 Nov. '58	13.0	—	34.0	1	2	50	—	Iron	—	—	—	—	—	—	—	172,830	*	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—										
30 Nov. '58	83.5	—	37.8	39	32	602	—	Little Miami	—	—	—	—	—	—	—	3,451,179	785,817	428,857	2,991,293	34,196	4,709,137	138.0	637,835	1,200,499	3												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.					
	Main Line.		Lateral and Branch Lines.		2nd Track and Sidings.		Road in progress or projected		Cars		Engines.		Passenger.		Freight, etc.		Property and Assets.		Liabilities.		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.		Dividends.		Price of shares.					
	M.	M.	M.	M.	No	No	No	No	No	No	No	No	No	No	No	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debts.	Floating Debt.	Balance Total, less all other assets and liabilities.	M.	M.	\$	\$	p. c.	p. c.								
Companies.																																				
30 Nov. '59	48.0	---	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	1,753,864	1,500,000	177,920	3,444,154	60.0	60,438	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----				
30 Nov. '59	467.5	---	56.3	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,869,031	1,965,988	674,655	-----	294	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
30 Sep. '59	31.0	---	11.0	---	7	7	26	Pittsburg and Steubenville	1,947,462	-----	1,221,277	280,000	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
30 Sep. '59	54.0	---	3.0	---	7	7	26	Schuylkill and Susquehanna	1,258,700	-----	1,258,700	97,000	-----	1,355,700	54.0	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
30 Sep. '59	9.2	15.3	14.9	---	4	1	445	Schuykill Valley	573,616	-----	568,150	-----	-----	573,616	24.5	-----	-----	-----	-----	-----	-----	-----	-----	34,501	29,604	34	-----	-----	-----	-----	-----	-----	-----			
30 Nov. '59	28.0	5.0	3.3	---	4	1	445	Shamokin Valley & Pottsville	1,321,847	-----	500,000	821,447	-----	1,321,847	33.0	-----	96,227	54,582	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
31 Dec. '59	148.0	---	20.0	140.0	---	---	---	Sunbury and Erie	6,393,712	107,252	4,506,920	4,369,070	861,271	10,149,869	148.0	-----	-----	-----	-----	-----	-----	-----	-----	83,072	47,007	6	-----	-----	-----	-----	-----	-----	-----			
30 Nov. '59	29.6	6.5	31.9	---	8	3	127	Tioga	703,349	85,932	97,550	396,000	-----	29.6	-----	-----	-----	-----	-----	-----	-----	220,014	96,145	4,502	-----	-----	-----	-----	-----	-----	-----					
30 Sep. '59	26.4	---	2.1	---	4	11	9	Westchester and Philadelphia	1,410,638	74,677	682,170	944,169	52,434	1,679,301	26.4	-----	191,970	96,308	1	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
31 Mar. '59	78.0	---	---	---	---	---	---	Williamsport and Elmira	3,650,682	380,847	1,500,000	2,361,973	161,272	4,448,920	19.1	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
RHODE ISLAND.																																				
31 Aug. '58	50.0	---	2.0	---	9	13	84	N. Y., Providence and Boston	2,158,000	-----	1,508,000	306,500	-----	2,153,000	50.0	147,231	208,439	96,571	5	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
30 Nov. '58	13.6	---	0.5	---	3	5	-----	Providence, Warren & Bristol	434,698	1,588	287,917	109,937	36,139	13.6	23,514	23,005	1,278	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
SOUTH CAROLINA.																															-----					
31 Dec. '58	13.2	1.5	182.4	2	---	26	Blue Ridge	2,126,539	-----	1,916,515	217,577	-----	2,134,092	13.2	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----			
31 Dec. '58	54.9	---	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	198,266	197,906	1,099,536	51.9	-----	-----	-----	-----	-----	-----	-----	-----	283,263	151,536	6	-----	-----	-----	-----	-----	-----	-----			
31 Dec. '58	109.6	---	13.9	17	---	176	Charlotte and South Carolina	1,719,045	-----	1,201,000	384,000	-----	109,600	109,600	109.6	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----			
31 Dec. '58	40.3	44.0	14.0	---	---	---	Cheraw and Darlington	600,000	-----	400,000	200,000	-----	49.3	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----			
31 Jan. '59	143.2	21.3	---	---	---	---	Greenville and Columbia	2,439,769	324,161	1,429,000	1,145,000	345,546	2,919,554	164.5	-----	-----	-----	-----	-----	-----	-----	-----	341,190	125,871	-----	-----	-----	-----	-----	-----	-----	-----	-----			
31 Aug. '58	22.5	---	---	---	---	---	Kings Mountain	196,230	-----	200,000	-----	-----	200,000	22.5	-----	-----	-----	-----	-----	-----	-----	-----	-----	5	-----	-----	-----	-----	-----	-----	-----	-----	-----			
31 July '58	32.0	---	---	---	---	---	Laurens	543,403	-----	400,000	106,218	-----	400,000	32.0	-----	27,568	8,527	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
29 Feb. '59	102.0	---	---	---	---	---	North-Eastern	6,011,652	-----	985,743	960,410	108,172	2,057,325	162.0	-----	220,014	96,145	-----	-----	-----	-----	-----	-----	-----	1,501,006	820,511	7	-----	-----	-----	-----	-----	-----	-----	-----	
31 Dec. '58	136.0	106.0	41.9	---	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
31 July '58	25.1	---	---	---	---	---	Spartanburg and Union	-----	-----	-----	-----	-----	-----	-----	25.1	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----			
TENNESSEE.																																				
30 Nov. '59	17.0	2	14	---	---	---	Edgefield and Kentucky	857,947	-----	333,204	612,000	60,900	30.0	29,845	9,350	7,486	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
30 Nov. '59	1.8	12	10	171	---	---	East Tennessee and Georgia	3,637,367	-----	1,289,673	2,020,000	200,000	140.0	-----	318,718	187,466	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
140.0	8.0	10	10	128	---	---	East Tennessee and Virginia	2,310,033	156,264	536,654	1,902,000	390,407	130.3	150,142	297,806	3 149,167	-----	-----	-----	-----	-----	-----	-----	-----	778,036	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
130.3	5.1	36	38	576	---	---	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	287.6	662,041	1,330,512	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
100.0	30.6	55.8	55.8	242	---	---	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	298,721	740,000	100,000	50.0	59.4	69,870	177,256	60,029	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
50.0	40.1	7	5	119	---	---	Mississippi and Tennessee	1,137,400	-----	798,255	554,949	319,518	50.0	59.4	69,870	177,256	60,029	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
47.4	2.3	4	5	46	---	---	Mississippi Central & Tenn.	892,710	82,908	317,447	632,500	22,369	47.4	54,175	83,129	44,666	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
34.2	7.0	12	2	81	---	---	McMinnville and Manchester	532,807	56,816																											

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount	Interest.	Due.	Price.	Description.	Amount	Interest.	Due.	Price.	Description.	Amount	Interest.	Due.	Price.
Alabama and Florida :					Chicago and Milwaukee :	\$512,000				Eaton and Hamilton :	\$757,734	† var.		
Mortgage	\$300,000	7	1867		1st Mortgage (convertible)	62,000				1st Mortgage				
Convert. (guar. by Dir.)	150,000	7	1863		Income	188,864		1868		Erie and North-East :	149,000			
Land Mortgage	23,500	7	1869		Real Estate 2d Mortgage					Exchanged for Buff. and St. L.				
Alabama and Miss. Rivers :					Chicago and Rock Island :					Evansville and Crawfordsville :				
State (Ala.) Loan	123,171				1st Mortgage	1,397,000	7	1870	97					
Mortgage	109,500				Chicago and Northwestern :	1,250,000								
Alabama and Tenn. Rivers :					Sinking Fund Preferred	3,000,000				Florida :—	1,655,000	7	1891	
1st Mortgage convertible	526,000	7	1872	61	1st Mortgage	2,000,000				Internal Improvement (State).	1,500,000	8	1891	
2d Mortgage	225,705	8	1864		2d Mortgage					Free Land, 2d Mortgage				
Albany, Vt. and Canada :					Cincinn., Hamilton and Dayton :	461,000		1867	96	Florida and Alabama :				
1st Mortgage	500,000	7	1867		1st Mortgage	950,000		1880	86	Internal Improvement (State).				
Albany and West Stockbridge :					2d Mortgage					Free Land, 2d Mortgage				
Albany City (S. F.)	1,000,000	6	'66-'76		Cincinn., Wilm. and Zanesville :	1,300,000				Florida, Atlantic and Gulf Centr.:	300,000	7	1891	
Androscoggin and Kennebec :					1st Mortgage	574,000				Internal Improvement (State).	200,000	8	1891	
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64		2d Mortgage	158,000				Free Land, 2d Mortgage				
Stock, convert. (Coupon)	710,000	6	'63-'66		Income	250,500								
Atlantic and St. Lawrence :					Tunnel Right	1,000,000				Fox River Valley :	400,000	†		
Dollar Bonds (Coupon)	988,000	6	1866		Cleveland and Mahoning :	945,000				1st Mortgage				
Sterling Bonds (Coupon)	484,000	6	1878		2d Mortgage	469,000				2d Mortgage				
City of Portland Loan (Coup.)	1,500,000	6	'68-'70		3d Mortgage	38,800				Galena and Chicago Union :				
Baltimore and Ohio :					Clev., Painesville and Ashtabula :	564,000	7	1861	99	Litchfield	52,015	7	1850	
Maryland Sterling	3,000,000	5			1st Mortgage	303,000	7	1862		1st Mortgage (S. F.)	1,993,000	7	'62-'68	94
Mortgage Coupon	2,500,000	6	1885	89	2d Mortgage	500,000	7	1874		2d Mortgage (S. F.)	1,738,000	7	1875	93
" "	700,000	6	1880	87	Convertible Scrip	300,000	7	1880		Galveston, Houston and Henders'n :				
" "	1,128,500	6	1875	89	Cleveland and Pittsburg :	800,000	7	1860	75					
" "	1,000,000	6	1867	94	1st Mortgage (Main Line)	1,188,000	7	1873	65	*Great Western, Ill. :				
Balt. City Loan	5,000,000	6			2d Mort.	1,165,000	7	1875		1st Mortgage (W. Div. 100 m.)	1,000,000	10		
Bellevontaine and Ind. (1 Jan.'60)					3d Mort.	1,154,000				1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7		
1st Mortgage convertible	791,000	7	1866	60	4th Mort.	1,160,000				Old Sang. and Morg. Railroad	41,000			
2d Mortgage	157,000	7	1870		Income	491,825				2d Mortgage	323,000			
Income (1859 and 1870)	104,500	7	var.		Dividend Bonds and Scrip					Chattel (Equipment) Mortgage	374,426			
Real Estate (1858, '61, '63, '68)	119,750	7	var.		Cleveland and Toledo :	377,000	7	1867		Greenville and Columbia :				
Belvidere Delaware :					Junction 1st Mortgage 1st Div.	305,000	7	1872	56	1st Mortgage, Coupon	1,145,000			
1st Mort. (guar. C. and A.)	1,000,000	6	1877		Junction 1st Mortgage 2d Div.	324,000	7	1862		Hannibal and St. Joseph :				
2d Mortgage	445,500	6			Junction 2d Mortgage	522,000	7	1863	82	Missouri State Loan (1st Lien)	3,000,000	6		
Canad. and Amb. R.R. Co.	244,000	6			Junction Income	61,500	7	1862		Land Security	5,000,000	7	1881	72
Black River and Utica :					C. and T. Income	192,950	7	1863	82	2d Mortgage (convertible)	757,000	7		
1st Mortgage	370,000	7	1869		C. and T. Income (convertible)	490,900	7	1864		Plain	11,000	7		
Boston, Concord and Montreal :					C. and T. Income (convertible)	373,000	7	1864		Harrisburg and Lancaster :				
1st Mortgage	200,000	6	1870		C. and T. Dividend (convert.)	199,735	7	1865		New Dollar Bonds	459,872	0	1883	98
2d Mortgage	300,000	7	1870		C. and T. Income (convertible)	129,000	7	1870		Hartford and New Haven :				
3d Mortgage Coupons	150,000	6			C. and T. (S. F.) Mortgage	640,000	7	1885	78	1st Mortgage	1,000,000	6	1873	96
4th Mortgage Coupons	200,000	7			*Cleveland, Zanesville and Cin. :	5,000	7	1862		Hartf'd, Providence and Fishkill :				
Sinking Fund	200,000	6			*Columbus, Piqua and Indiana :					Houston and Texas Central :				
Boston and Lowell :					Columbus and Xenia :	18,000				State (1st Lien) Loan	210,000			
Mortgage	440,000	6	1873		1st Mortgage	272,700	var.	92		Mortgage	125,000	7	1866	
Boston and Worcester :					Dividend (due 1860, '61, '62, '66)					Hudson River :				
Mortgage (plain)	100,000	6	1860		Connecticut River :	253,000	6	var.		1st Mortgage	4,000,000	7	'69-'70	105
Mortgage (convertible)	500,000	6	1860		Connecticut and Passaic Rivers :	800,000				2d Mortgage	1,980,000	7	1860	101
Buffalo and State Line :					1st Mortgage	116,500				3d Mortgage	1,840,000	7	1875	95
1st Mortgage	500,000	7	1866	90	2d Mortgage	97,000				Convertible	1,002,000	7	1877	85
Income (in '59, & in '62)	200,000	7	var.		Cumberland Valley :					Illinois Central :				
Unsecured	200,000	7	1864		1st Mortgage	18,000				Optional Right Script	65,000	7	1868	90
Erie and North-East :	149,000	7			2d Mortgage	272,700	var.	92		Construction	12,885,000	7	1875	96
Burlington and Missouri :					3d Mortgage					Construction	4,115,000	6	1875	95
1st Mort. on 1st Division	500,000				Free Land	800,000				Free Land	3,000,000	7	1860	102
Burlington Loan	75,000				Indiana Central :					Indiana Central :				
Cairo and Fulton (Mo.) :					1st Mortgage (convertible)	600,000	7	1866	66	1st Mortgage (convertible)	600,000	7	1866	66
State (Mo.) Loan	650,000	6	'78-'79		2d Mortgage	284,500	10			2d Mortgage	284,500	10	70	
Camden and Amboy :					Income	281,500	10			Income	281,500	10	75	
Mortgage	367,000	6	1864	97	Jeffersonville :					Ind. Pittsb. and Clev. (1 Jan.'60):				
Mort. (ehgd from Sterl'g)	888,000	5	1864	97	1st Mortgage	300,000	8			1st Mortgage	650,500	7	1870	
Mortgage	800,000	6	1849		2d Mortgage	2,200,000	8			2d Mortgage	314,000	7		
Mortgage	1,700,000	6	1875	87	1st Mortgage	300,000	7			Income	27,000	7		
Sterling (£210,000)	1,008,000	5	1864		2d Mortgage	1,500,000	10	1863	95	Domestic	34,200	7		
Sterling (£225,000)	1,080,000	6	1864		Income	2,600,000	10	1861		Jeffersonville :				
New Loan (iss'd \$37,000)	2,500,000	6	1887		2d Mortgage	600,000	8			1st Mortgage	289,000			
Unsecured	800,000	6	1863		Guaranteed	750,000	10	1863		2d Mortgage	392,000			
Catawissa, Williamspt. and Erie :					State Loan	65,000				Income	27,000	7		
1st Mortgage	1,500,000	7	1865	32	Delaware :	170,000				Domestic	34,200	7		
2d Mortgage	399,036	7	1886		1st Mortgage	900,000		1871		Jeffersonville :				
Chatel Mortgage	380,000	10	1871		1st Mortgage	1,500,000		1875	101	1st Mortgage	1,500,000	7	1866	80
Cayuga and Susquehanna :					1st Mortgage (E. Extension)	1,500,000		1875		2d Mortgage	400,000	7	1867	75
1st Mortgage	300,000	7	1865		2d Mortgage	1,500,000		1881	95	Real Estate Mortgage	200,000	7	1858	
Unsecured	89,000	7	1862		2d Mortgage	1,500,000		1881		Dividend	86,284	7		
Central of Georgia :					Income	1,263,170	var.	87		Income and Domestic	176,000	var.		
Mortgage	106,267	7	1863		1st Mortgage	900,000		1871		Ind. Pittsb. and Clev. (1 Jan.'60):				
Central of New Jersey :					2d Mortgage	500,000				1st Mortgage	650,500	7	1870	
1st Mortgage	1,500,000	7	var.		Guaranteed	65,000				2d Mortgage	314,000	7		
2d Mortgage	1,500,000	7	1875	101	State Loan	170,000				Income	27,000	7		
Income	375,000	7	var.		1st Mortgage	1,500,000		1875	101	Domestic	34,200	7		
*Central Ohio :					1st Mortgage	1,500,000		1875		Jeffersonville :				
1st Mortgage	450,000	7	1861	58	2d Mortgage	1,500,000		1875		1st Mortgage	289,000			
1st Mortgage	800,000	7	1864	45	Guaranteed	750,000		1863		2d Mortgage	392,000			
2d Mortgage	800,000	7	1865		State Loan	65,000				Income	27,000	7		
3d Mortgage (S. F.)	950,000	7	1885		1st Mortgage (E. Extension)	1,500,000		1875		Domestic	34,200	7		
4th Mortgage (S. F.)	1,365,800	7	1876		2d Mortgage	1,500,000		1881	95	Jeffersonville :				
Income (1858, '59 and '60)	1,172,200	7	var.		Guaranteed	750,000	10	1863		1st Mortgage	289,000			
Income (iss'd to Muskingum Co.)	106,000	7	1862		State Loan	65,000				2d Mortgage	392,000			
Charleston and Savannah :					1st Mortgage	1,500,000		1875		Kennebec and Portland :				
1st Mortgage (endorsed)	510,000	6			2d Mortgage	1,500,000		1881	95	1st Mortgage (City and Town)	800,000	6	1870	
2d Mortgage	1,000,000	7			3d Mortgage	750,000	10	1863		2d Mortgage	230,000	6	1861</	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:					Montgomery and West Point:	\$122,622				Orange and Alexandria:				
1st Mortgage (Eastern Div.)	\$903,000	†			Alabama State Loan	350,000	6	var.		State Loan	\$400,000			
2d Mortgage (Eastern Div.)	1,000,000	†			Mortgage (due 1860, '63 and '65)	450,000	8	1866		1st Mortgage	1,055,500	6	81	
1st Land Grant (Western Div.)	4,000,000		23		Mortgage					2d Mortgage	461,378	8	92	
2d Land Grant (Western Div.)	353,600	†	23		Muscogee:					Pacific (Mo.):				
3d Mortgage (whole road)	1,700,000	†			1st Mortgage	249,000	7			State (Mo.) Loan	7,000,000	6		
Farm Mortgage	1,087,700	†			Nashville and Chattanooga:	1,500,000				State Loan (S. W. Branch)	2,800,000	6		
Unsecured Bonds	1,785,000	†			Mortgage (State endorsed)	150,000				Construction	4,500,000	6		
Lexington and Frankfort:					Chat, and Clev. Subs. (endors)	24,000				Panama:				
Mortgage, due 1864, '69 and '74	130,000	6			Not endorsed					1st Mortgage Sterling	1,250,000	7	1865	100
Little Miami:					*New Albany and Salem:	175,000	7			2d Mortgage Sterling	1,150,000	7	1872	
Cincinnati Loan	100,000				1st Mortgage	500,000	10			Convertible	27,000	7		
1st Mortgage	138,000	6	1853	85	1st Mortgage	2,235,000	6			Pennsylvania:				
2d Mortgage	7,000	6			New Haven and Hartford:					1st Mortgage (convertible)	4,905,000	6	1888	100
3d Mortgage	981,900	6								2d Mortgage	1,928,000	6	1875	
Long Island:										2d Mortgage Sterling	1,539,840	6	1875	
State Loan (S. F.)	100,000	5	1876							State Works Bonds	7,400,000	5		
1st Mortgage	500,000	6	1870	80	N. Hav., N. Lond. and Ston'gton:					Pennsylvania Coal Company:				
Louisville and Frankfort:					Mortgage	450,000	7			1st Mortgage	600,000	7		
Louisville Loan	174,000				Mortgage	200,000	6			Penobscot and Kennebec:				
1st Mortgage	248,000				Extension	100,000	10			Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
Louisville and Nashville:					New Haven and Northampton:					2d Mortgage (Coupon)	250,200	6	1876	
State (Tenn.), 1st Lien	300,000	6			1st Mortgage	500,000				3d Mortgage (Coupon)	156,600	6	1871	
1st Mortgage	2,000,000				New Jersey:	711,000	var.	103		Pensacola and Georgia:				
McMinnville and Manchester:					Company's (various)					State Internal Improvement	7	35 y's		
State (Tenn.)	372,000	6			New London, Willim. and Palmer:					Free Land				
Mortgage	24,000	7			1st Mortgage	500,000	7†			Peoria and Quaukwa:		†		
Mortgage	10,000	6			2d Mortgage	300,000	6†			Peru and Indianaapolis:				
Madison and Indianapolis:					Income (convertible)	152,000	6†			Petersburg:				
State (Ind.) Loan					New London City	100,000	6†			Mortgage (due 1863 to 1872)	103,000	7	var.	
Mortgage					N. Orl'ns, Jackson and Gt. North:					Petersburg and Lynchburg (S. Side):				
*Marietta and Cincinnati:					State (Miss.) Loan	155,000				State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (convertible)	2,500,000	7†	1868		1st Mortgage	3,000,000	8	1886		1st Mortgage (1859-70-75)	365,000	6	var.	
2d Mortgage	2,000,000	7†			N. Orl'ns, Opelous. and Gt. West:	621,000				3d Mortgage (1862-70-72)	378,000	6	var.	
3d Mortgage	1,500,000	7†			Louisiana State Loan	1,500,000				Special Mortgage (1865-68)	175,000	6	var.	
Sterling Income	333,000	4			New Orleans City Loan	2,000,000	8	1889		Last Mortgage (1861 to 1869)	133,500	8	var.	
Domestic	928,617		'59-'62		New York Central:					Phila., German'tn and Norrist'n:				
Memphis and Charleston:					Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101	Consolidated Loan	274,800			
State (Tenn.) Loan	1,100,000	6			State Loan—Sch'dy and Troy	106,000	6	1867		Loan of 1842	100,000			
1st Mortgage	1,600,000	7	1880		State Loan—Rochester and Syr.	77,382	5‡	1861		Mortgage	705,000	5	1860	100
Memphis, Clarkesv. and Louisiv.:	910,000	6			State Loan—Buffalo and Roch.	55,300	5‡	1865		Mortgage	1,572,800	6	1860	100
Memphis and Ohio:					State Loan—Roch., L. and N. F.	298,000	7	1861		Mortgage (convertible)	886,000	6	1860	100
Michigan Central:					Stock Subscription	8,000,000	6	1883	96	Mortgage (convertible)	134,000	6	1860	100
1st Mortgage Sterling	467,480	6	85		Premium Consolidated Stock	8,000,000	6	1883	96	Mortgage	3,209,600	6	1870	86
1st Mortgage (convertible)	500,000	8	99		Real Estate	221,000	6	1883	96	Mortgage (convertible)	3,586,500	6	1886	75‡
Unconvertible	258,000	8			New Convertible	3,000,000	7	1864	103	Lebanon Valley R. R. (convert.)	1,500,000	7	1886	75‡
1st Mortgage (convert.) Dollar	3,831,000	8			1st Mortgage	3,000,000	7	1867	103	Real Estate Mortgage	616,450	6	var.	
1st Mortgage (S. F.), convertible	3,087,000	8	100		2d Mortgage	4,000,000	7	1859	102	Philadelp' and Reading:				
Mich. Southern and N'n Indiana:					6,000,000	7	1871	98		Mortgage	705,000	5	1860	100
Michigan Southern	993,000	7†	1857		3d Mortgage (convertible)	3,729,000	7	1880	81	Mortgage	1,572,800	6	1860	100
Northern Indiana	985,000	7†	1861	85	4th Mortgage (convertible)	1,277,000	7	1883	96	Mortgage (convertible)	886,000	6	1860	100
Erie and Kalamazoo	300,000	†	1862		5th Mortgage	2,618,000	7	1871	54	Mortgage (convertible)	134,000	6	1860	100
Michigan Southern	259,000	†	1863		Unsecured (convertible)	2,443,000	7	1862	54	Mortgage	3,209,600	6	1870	86
Northern Indiana	299,000	†	1863		Unsecured (convertible)	2,193,000	7	1875	54	Mortgage (convertible)	3,586,500	6	1886	75‡
Jackson Branch	203,000	†	1865	81	Sinking Fund					Pittsburg and Connellsville:				
Goshen Air Line	1,355,000	†	1868	78	New York and Harlem:					Pittsburg Loan	500,000			
Detroit and Toledo	336,000	†	1876		1st Mortgage	3,000,000	7	1873	100	Allegheny Co. Loan	750,000			
General Mortgage (S. F.)	2,458,000	7	1885	80‡	2d Mortgage	1,000,000	7	1864	96	Connellsville Loan	100,000			
2d Mortgage	2,175,000	†	1877	49	3d Mortgage	1,000,000	7	1867	85	Mc'Keesport Loan	100,000			
Milwaukee and Beloit:					New York and New Haven:					Baltimore Loan	1,000,000			
1st Mortgage	630,000	8			1st Mortgage	311,000	7	1860		Cumberland Loan	200,000			
Milwaukee and Chicago:					1st Mortgage	964,000	6	1866	96	Pittsburg and Ft. Wayne and Chicago:				
1st Mortgage	400,000	8			1st Mortgage	930,000	6	1875		1st Mortgage (O. and P.)	1,000,000	5	1865	
2d Mortgage	200,000	7			1st Mortgage	331,000	6			2d Mortgage (O. and P.)	750,000	6	1866	
Milwaukee and Horicon:					North Carolina:					Income (O. and P.)	1,991,000	5	1873	45
1st Mortgage	420,000	8			State Loan	2,000,000	6			Bridge (O. and P.)	199,500			
2d Mortgage	600,000	8			State Loan	1,000,000	6			1st Mortgage (O. and I.)	1,000,000	6	1872	
Farm Mortgage	150,000	10			North-Eastern (S. C.):					2d Mortgage (O. and L.)	380,000	6	1873	
Mississippi and Mississippi:					1st Mortgage	700,000				1st Mortgage (F. W. and Chic.)	1,250,000	6	1873	
1st Mortgage (convertible)	74,000	10†	1861		2d Mortgage	224,500				Real Estate (F. W. and Chic.)	498,000	6	1874	
1st Mortgage (convertible)	526,000	8†	1862	65	Real Estate	35,910				Mortgage, Consolidated Comp'y	1,229,000	6	1887	
1st Mortgage (convertible)	650,000	8†	1863	65	Northern Central:					Pittsburg and Steubenville:				
1st Mortgage (convertible)	1,250,000	8†	1877	52‡	Balt., and Susq. R. R. (Coupons)	150,000	6	1866		Mortgage	800,000	†	1865	
South-West Branch	350,000	8†	1866	60	Md. St. Loan (B. and Susq.)	150,000	6			Platte County:				
2d Mortgage	600,000	10†	1862	38	York and Cumberland 1st Mort.	175,000	6	1870		State (Mo.) Loan	300,000	6	1879	
Construction	500,000	7†	1859		York and Cumberland 2d Mort.	25,000	6	1871		Potsdam and Watertown:				
3d Mortgage	500,000	8†	1862		N. C. Contract	500,000	6	1877		1st Mortgage	800,000	7	'64-'74	
Mississippi Central:					Construction	292,300	6	1875		Quincy and Chicago:				
1st Mortgage	1,007,363	7			Northern (Ogdensburg):	1,903,500	6	1885		1st Mortgage	1,200,000	6	1878	
Income	91,200	10			1st Mortgage	1,500,000	7†	1859		Racine and Mississippi:				
Tennessee State	45,000	6			2d Mortgage	3,077,000	7†	1861		1st Mortgage (Eastern Division)	680,000	†		
Mississippi Central and Tenn.:					North Missouri:					1st Mortgage (West'r'n Division)	757,000	†		
State (Tenn.) Loan	520,000	6			State Loan	2,000,000	6			Raleigh and Gaston:				
Income	95,500				State Loan	2,000,000	6			Coupon	100,000	6	1862	
Mississippi and Missouri:					State Loan	350,000	6			Rensselaer and Saratoga:				
1st Mortgage (convertible)	1,000,000	7			Mortgage					1st Mortgage		7	1863	
2d Mortgage (S. F.)	400,000	8			Mortgage	2,500,000	6	68		Richmond and Danville:				
Oskaloosa Division	1,425,000	7			Mortgage	214,500	10			State (Va.) Loan	600,000			
Land Grant	7,900,000	7			Chattel Mortgage					Guaranteed by State	200,000	6	1875	91
Mississippi and Tennessee:					Mortgage	400,000	6	1877		Mortgage (Coupon)	250,000	6	1869	
Tennessee State Loan	98,000	6	1885		Mortgage	205,800	6	1860		Registered	150,000	6	1860	
Mississippi State Loan	202,799	6			Mortgage	16,000	7	1860		Richmond, Fred. and Potomac:				
1st Mortgage	171,000	7	1876											

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	
Mortgage	997,000	7	1866	
Mortgage	1,000,000	7	1875	
Dividend	224,000	6	'60-'62	
Sandusky, Mansfield and Newark:				
1st Mortgage	1,200,000	†		
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	1856	
Unsecured	45,000	7†	1858	
Seaboard and Roanoke:				
1st Mortgage	300,000	—	1860	
2d Mortgage	75,000	—	1870	
4th Mortgage	60,000	—	1856	
South Carolina:				
State Loan	200,000	5	1868	
Sterling	183,333	6	1863	
Sterling	2,000,000	5	1866	
Auditor's	246,500	7		
Southern Mississippi:				
1st Mortgage	500,000	—		
South-Western (Ga.):				
1st Mortgage	631,000	—	1875	
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	—		
2d Mortgage	450,000	—		
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	—		
2d Mortgage	900,000	—		
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†		
2d Mortgage	1,535,000	7†		
3d Mortgage (Income)	1,000,000	10†		
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	—		
St. Louis City Subscription	500,000	—		
St. Louis County Subscription	1,000,000	—		
Carondelet Subscription	50,000	—		
Sunbury and Erie				
Mortgage	1,000,000	7		
Mortgage	7,000,000	5		
Syracuse, Binghamton and N. Y.:				
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	62-'72	81
2d Mortgage (convertible)	2,000,000	7†	68-'70	58
1st Mortgage (Bel. and Ill.)	517,000	—	1873	
2d Mortgage (Bel. and Ill.)	494,000	—	1869	
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	—		
Mortgage	46,000	—		
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	
2d M. (L. Er., Wab. and St. Louis)	1,000,000	—	1869	
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	
Real Estate (L. Er., W. and St. L.)	300,000	—	1861	
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	
Vermont Central:				
1st Mortgage	—	—	16	
2d Mortgage	—	—	14	
Virginia Central:				
Mort., guaranteed by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82
Mortgage, (coupons)	941,000	6	1884	—
Dividend, due 1865, '66 and '75	238,346	6	var.	—
Income (1859 to 1863)	168,382	7	var.	—
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	—
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	—	1875	
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	
Western (Mass.):				
Sterling (£890,900)	4,319,520	5	'68-'71	
Albany City (Alb'y and W. S.):	1,000,000	6	'66-'76	
*Western Vermont:				
1st Mortgage	700,000	—	1861	
Williamport and Elmira:				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	506,000	—	1866	70
2d Mortgage	1,000,000	—		
Income	177,000	—		
Wilmington and Weldon:				
Mortgage, payable in England	443,555	—		
Sterling, issued in 1858	144,500	—		
Company's, endorsed by State	203,500	—		
Winchester and Potomac:				
Mortgage	120,000	6	1867	
York and Cumberland:				
1st Mortgage	303,000	†		

New York Stock Exchange.

Sale Prices for the week ending August 29, 1860.

Th. 26. F. 24. Sat. 26. M. 27. Tu. 28. W. 29.

FEDERAL STOCKS:

U. S. 5s, 1874	102	—	102	—	103
U. S. 5s, 1865	101	—	101	—	102
STATE STOCKS:					
California 5s	—	—	91	—	91
Georgia 6s	—	—	—	—	—
Illinois 5s	—	—	—	—	—
Indiana 5s	90	—	90	—	90
" 2½	63	—	—	—	—
Kentucky 6s	—	—	—	—	—
Louisiana 6s	—	—	98	—	—
Maryland 6s	—	—	—	—	—
Michigan 6s	—	—	—	—	—
Minnesota 8s	81	—	81	—	81
New York 5s, 1874	81	—	81	—	81
" 6s, 1865	—	—	—	—	—
North Carolina 6s	98	—	98	—	98
Ohio 6s, 1860	99	—	99	—	99
Tennessee 6s, 1860	90	—	90	—	90
Virginia 6s	—	—	90	—	90

RAILROAD SHARES:

Chicago, Burl. and Q. 90	90	—	89	—	88
Chicago and Rock Isl. 84	83	—	82	—	82
Chicago and N. West.	—	—	—	—	—
Clev., Painesv. and Asht. 117	—	—	—	—	—
Clev. and Pittsburg	—	—	10	—	10
Clev. and Toledo	49	—	47	—	47
Del., Lack. and West. 94	49	—	47	—	47
Galesv. and Chicago	82	—	81	—	80
Hudson River	59	—	58	—	57
Illinois Central (script) 88	89	—	86	—	87
Indianapolis and Cinc.	—	—	—	—	48
Michigan Central	70	—	72	—	71
M. S. and N. L. guard, 47	48	—	47	—	46
M. S. and N. L.	22	—	23	—	22
Milwaukee and Miss.	14	—	15	—	14
New Jersey Central	—	—	—	—	113
New York Central	85	—	85	—	84
New York and Erie	29	—	29	—	28
N. York and Harlem	18	—	18	—	18
N. Y. and H. "pref."	49	—	48	—	46
Panama	126	—	125	—	125
Phila. and Reading	46	—	46	—	46

RAILROAD BONDS:

Chic. and N. W. 1st M. 61	60	—	—	—	—
" 2d M. 37	37	—	—	—	—
" S. F. 82	—	—	82	—	—
Cl. & Tol. S. F. 7 p.c. '85	80	—	—	—	—
D. L. & W. I. M. 8 p.c. '71-5 100	100	—	100	—	—
" 2M. 5 p.c. '81	—	—	—	—	—
Galand Ch. I. M. 8 p.c. '63	95	—	—	—	—
" 2M. 8 p.c. '75	—	—	—	—	—
Hann. & St. J. 1 M. 88	—	—	—	—	—
Hudson R. I. M. 7 p.c. '60	—	—	—	—	—
" 2M. 7 p.c. '60 101	—	—	101	—	—
" 3M. 7 p.c. '75	—	—	—	—	—
Illinois Cent. 7 p.c. '75	95	—	96	—	96
" 6 p.c. '75	—	—	—	—	—
L. Erie & Wab. 1 M. 2	—	—	—	—	—
" 2 M. 2d M. 67	67	—	66	—	65
" S. F. 81	—	—	81	—	81
M.S. & N. L. 1 M. S. F. 77	—	—	—	—	—
" 2 M. 8 p.c. '77	—	—	—	—	—
Northern Ind. 1 M. 86	—	—	—	—	—
" 2 M. 2	—	—	—	—	—
N. J. Central 1st M. 88	—	—	—	—	—
N. Y. C. 6 p.c. certif. '83	—	—	96	—	96
" 1 M. 7 p.c. '64	—	—	—	—	—
N. Y. & E. 1 M. 7 p.c. '67	—	—	—	—	—
" 2 M. 7 p.c. '69 102	—	—	102	—	—
" 3 M. 7 p.c. '67	—	—	—	—	—
Penn. 1M. 7 p.c. conv. '88	—	—	—	—	—
" 2 M. 6 p.c. satg. '75	—	—	—	—	—
Ph. and Read. 6 p.c. '60	—	—	—	—	—
" 6 p.c. '70	—	—	—	—	—
T. H. and A. 1M. 8s '72	—	—	—	—	—
" 2M. 8s '70	—	—	—	—	—

BANK AND INSURANCE STOCK:

Am. Exchange Bank	—	—	103	—	—
America, Bank of	—	—	—	—	—
Commerce, Bank of	101	—	—	—	—
Merchants' Exch. B'k	—	—	100	—	—
Mercantile (Mar.) Ins.	—	—	—	—	—
Commonwealth Bank	—	—	—	—	—
Metropolitan Bank	—	—	112	—	—
PITTSBURGH	—	—	58	—	—
Rockland	—	—	27	27	26
Columbian	3	—	3	—	2
Minnesota	82	—	85	86	85
Isle Royale	114	—	114	—	104

MINING STOCK:

Pittsburgh	—	—	58	—	—
Rockland	—	—	27	27	26
Columbian	3	—	3	—	2
Minnesota	82	—	85	86	85
Isle Royale	114	—	114	—	104
MISCELLANEOUS:					
Del. and Hud. C. Co.	95	—	96	94	94
Cumberland Coal Co.	—	—	—	16	—
Penn'a Coal Co.	—	—	—	—	—
Pacific Mail S. S. Co.	79	—	80	80	79
Canton	—				

ly reduced, while the extraordinary expenses are increased by the purchase of new engines, cars and iron rails as may be seen by inspection of the foregoing statements.

The number of bales of cotton hauled, is 72,906, being 9,887 more than in the previous year, and probably very near the maximum that ever will be carried in one season upon the A. & W. P. railroad.

The increase in the number of passengers carried, as well as in the income from that source, compares well with former years—a result peculiarly gratifying in view of the active competition since the completion of rival Southern and Western routes.

The engine and car equipment consists at present of 16 locomotive engines, 7 passenger cars, 4 baggage cars, 85 freight box cars, 20 freight stock cars, 5 freight coal cars, 20 freight platform cars.

Two new freight engines have been placed upon the track, and two more are ordered for delivery before the next winter's business commences. The repairs are still, as heretofore, done by the Georgia Railroad Company at their shops in Atlanta and Augusta.

The road-bed and track have been well kept up, and the repairs conducted with economy and discretion.

The following is an exhibit of the condition of this company, on the first of July, 1860.

ASSETS.	DR.
Road outfit and real estate.....	\$1,192,389 76
Bills receivable.....	202,421 81
Due by agents and corporations....	87,375 90
Excess of material on hand.....	9,568 50
Cash on hand.....	105,680 17
	\$1,597,385 64
LIABILITIES.	CR.
Capital stock.....	\$1,250,000 00
Bonds of the Company.....	126,000 00
Due connecting roads.....	41,100 11
Due for expenses and dividends....	9,518 50
Profit and loss.....	170,767 03
	\$1,597,385 64

President—HON. JOHN P. KING.

Directors—Andrew J. Berry, Jesse McLendon, John E. Robinson, Richard Peters, Pleasant Stovall, Hon. Orville A. Bull.

General Superintendent—GEO. G. HULL.

Secretary and Treasurer—WM. P. ORME.

Hudson River Railroad Depot.

The new depot of the Hudson River Railroad Company about to be built at the foot of Broadway will be one hundred and sixty feet on Broadway and one hundred and sixty feet on Greenwich, with a depth of two hundred feet. The ground cost \$220,000, and it is the intention of the company to put up a building which shall not only furnish every possible accommodation for passengers and freight, but shall be an architectural ornament to the lower part of the city. Their depots in West Broadway and Eleventh avenue will be reserved as local stations. The company are now receiving freight daily at that point and carting it up to their lower depot. The rails of the Ninth Avenue road will probably be laid down town early in the fall, when the Hudson River Railroad Company will immediately put on cars for the transportation of their freight. The route of the Ninth Avenue road, upon which the Hudson River Railroad Company will do all their business, is

down Washington street, through Battery Place, and up Greenwich street.

Louisville, Frankfort and Lexington Road.

This line is 94 miles in length. It is composed of the Louisville and Lexington railroad, extending from Louisville to Frankfort, 65 miles, and the Lexington and Frankfort railroad, thence to Lexington, 29 miles. The annual meeting of the stockholders in these roads was held on the 31st of July, at which the annual reports for the fiscal year ending June 30th were presented. In accordance with the articles of agreement adopted at the previous annual meeting, these two roads have been operated during the past year as one; the net earnings, after the payment of all operative expenses, being divided between the companies in the proportion of the lengths of their respective roads. The receipts from the joint operations of these roads were:

From passengers	\$212,133 69
" freight.....	165,982 37
" mails	8,963 00
" miscellaneous.....	3,299 11
	\$390,377 17

And the expenditures were:

Repairs of road.....	\$44,983 19
" locomotives	20,738 21
" cars	25,249 44
" bridges	6,171 83
" rails.....	4,336 08
" buildings, etc.	5,857 25
Fuel	22,876 76
Wages	49,581 49
Chairs and spikes.....	3,016 70
Cross-ties.....	6,011 76
Ballast	7,984 18
Miscellaneous.....	14,427 74
	211,234 18

Net profits

\$179,143 04

Compared with the preceding year, the gross earnings of the joint roads show an increase of \$2,143 77

The expenses an increase of 1,092 99

Making the increase in net earnings ... \$1,050 78

The revenue from passengers shows an increase of \$20,362 56, or 10.8 per cent.; while that derived from the transportation of freight decreased \$20,402, or 10.9 per cent. The diminution in the freight earnings is due principally to the falling-off in the number of hogs transported during the months of November and December.

LOUISVILLE AND FRANKFORT RAILROAD.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

Earnings	\$270,053 08
Expenses	145,183 23

Net profit..... \$124,869 85

While the gross earnings show an increase of only \$2,006 89, the expenses have been reduced \$8,918 08—thereby making an increase of \$10,924 97 in the net earnings.

Of the net revenue \$19,584 97 have been expended in the purchase of materials for the use of the road, and the remainder has been appropriated to the payment of interest, and the maturing debt. The reduction of debt during the past year has been \$84,097 87. Since July 1, 1855, it has been reduced \$296,096 87, besides the expenditure during the same time of \$45,680 27 in the re-construction of the Frankfort bridge, and the

investment of a large amount in station houses, water stations, ballasting, etc.

The board have full confidence in the ability of the road hereafter to earn sufficient to meet the bonds as they mature, and to pay on the present amount of stock semi annual cash dividends of 8 per cent., commencing Jan. 1, 1861. The stock and indebtedness of the road now amounts to \$1,161,588 91, while the cost is \$1,502,094 61. This difference has been paid out of the net earnings, to the amount of which the stockholders will be entitled to stock, whenever it will be advisable to declare it.

After providing for the July interest, there remained \$5,000, which, together with bills receivable, and real estate not required for the purposes of the road may be used for the further reduction of the debt.

BALANCE SHEET, July 1, 1860.

Capital stock	\$741,069 40
State of Ky., for right of way, etc....	74,519 50
City of Louisville bonds.....	149,000 00
Railroad bonds matured July 1, 1860,	86,000 00
" old and new.....	197,000 00
Cash dividends unclaimed	555 36
Profit and loss	464,566 30

Construction	\$1,375,359 61
Proportion of rolling stock.....	126,735 00
Stock in other roads	6,540 00
Real estate	39,066 64
Proportion of materials.....	62,609 52
Cash in New York to pay bonds	36,000 00
" " interest..	7,108 89
Bills receivable	3,600 82
Cash	5,720 58
	\$1,662,740 56

President—EDWARD D. HOBBS.

Directors—Robert G. Courtenay, T. T. Shreve, E. H. Hobbs, R. C. Hewitt, T. Merriwether, J. W. Kalfus.

Superintendent—SAM'L GILL.

Secretary and Treasurer—W. H. BEYRUTH.

LEXINGTON AND FRANKFORT R. R.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

Earnings	\$120,324 09
Expenses	66,050 90

Net profits..... \$54,274 19

The gross earnings show an increase of \$136 88, the expenses an increase of \$10,006 07—making the decrease in net earnings \$10,142 95, which is attributed to the same cause as that above alluded to. Notwithstanding this decrease in net earnings, they have been sufficient to justify a declaration of 7 per cent. in dividends, provide the proper sinking fund for the payment of the debt, and increase in an amount more than one per cent. upon the stock, the renewal and contingent fund. Large amounts have also been expended in ballasting, widening cuts, building station houses, etc., which has added to the value of the company's property.

BALANCE SHEET, July 1, 1860.

Capital stock	\$514,409 44
Bonds.....	130,000 00
Dividends unpaid	1,891 50
Sinking fund	12,500 00
Renewal and contingent fund	37,337 26
Stock profits.....	22,489 65
Profit and loss	6,287 77

\$724,865 62

Construction	\$590,401 20
Proportion of rolling stock	52,300 60
Bonds receivable	33,000 00
Bills receivable	3,191 08
Real estate	978 84
Proportion of materials	30,338 19
Cash	9,656 06
	\$724,865 62

President—EDWARD D. HOBBS.

Directors—Benj. Gratz, M. C. Johnson, F. K. Hunt, P. Swigert, W. A. Dudley, John Carty.

Superintendent—SAM'L GILL.

Secretary—E. S. DUNCANSON.

The completion of the Lexington and Big Sandy railroad to Mount Sterling, and the Shelby railroad from Hobbs Station to Shelbyville, is urged upon the attention of the stockholders of both roads, as being calculated to materially strengthen their line as a competitor for the business of the adjacent country, and add largely to its net revenue.

The equipment of the entire line consists of 12 locomotives, 10 passenger, 5 baggage, and 160 freight, stock and platform cars.

Pacific Railroad of Missouri.

Passenger trains have commenced running on this road to Otterville, 176 miles west of St. Louis. The heaviest work on the line west of Jefferson City was between Syracuse and Otterville—one mile costing for grading alone some \$65,000; and progress has, therefore, been slow. From Otterville west all the way to Jackson county, the work is light. The grading is well advanced as far as Sedalia, and the road will be opened to that point in December next. Upon the Southwest Branch track laying has been resumed, and trains will soon be running to Dillon, with the promise of reaching Rolla, county seat of Phelps in December.

Henderson and Nashville Railroad.

Track-laying was commenced on this road at Henderson, on the 20th ult. Rails sufficient to iron five miles had arrived and the length will be completed by the 1st October, and a second five miles will probably be opened by the 1st December. On the southern end of the line the work is being constantly and vigorously prosecuted. From the State line toward Hopkinsville twenty miles have been graded and are now ready for the reception of the iron. Trenton District, in Todd county, has voted a large subscription of stock, and Christian county a subscription of \$300,000. With these means, besides others, which can be made available, it is certain that the road will speedily be built through Todd and Christian counties, leaving but the gap of Hopkins and Webster. This gap will soon be filled, and before the close of 1861 the communication between Nashville and Henderson will be entirely by rail.

Improved Car Coupling.

The following notice of a newly invented Car Coupling is from the Cincinnati *Enquirer*:

The patentees claim for it that a train of any number of cars can be coupled by simply backing them together, and a boy ten years old, standing upon the platform of a passenger car, or on top of a freight car, out of all danger, can uncouple a single car or an entire train, either when in motion or standing still, on a level or on a grade. No backing or "stacking up" of the train is necessary before uncoupling; and, by the use of this invention, an engineer, seeing danger ahead, could detach the whole train as easily and as quickly as

he could sound the steam whistle, and thus prevent a catastrophe from dragging the train after the locomotive off the track or over an obstruction.

The New Pipes over the High Bridge.

The work of laying the new seven-feet pipe over the High Bridge will be commenced shortly, so far as the reception and manufacturing of the boiler iron plate for the pipes is concerned, the first consignment having been received. An iron pipe of seven feet diameter will be something of a curiosity, being the largest ever manufactured in the world. The work of lowering the Croton pipes in the Eighth-avenue, for a distance of a mile and a half, from five to ten feet, without interfering with the flow of the Croton water, has just been completed, and the avenue filled in and up to its level. This is a work that reflects the highest credit upon the Chief Engineer of the Croton Department, A. W. CRAVEN, Esq., who planned it, and GEO. S. GREEN, Esq., the Assistant Engineer, under whose personal supervision the work was commenced and carried to successful completion.

Bank Dividends.

The Bank of Louisiana has declared a semi-annual dividend of 5 per cent., payable to New York stockholders, less exchange, on the 3d of September, at the Merchant's Bank of this city.

Flint and Pere Marquette Railroad.

About ten miles of rail has been laid between Saginaw and Flint, on the Flint and Pere Marquette road, and progress is being made at the rate of three-eighths of a mile a day.

Alabama and Florida Railroad.

The Pensacola *Observer* of 8th ult. says: "We have the pleasing intelligence this morning that the last rail has been laid on the Florida end of the Alabama and Florida Railroad, and that track-laying will be prosecuted instantly and vigorously from the State line towards Montgomery."

☞ The Vicksburg, Shreveport and Texas Railroad has been extended across the Bayou Macon, and the cars are now run to Delhi.

The Production and Consumption of Coffee.

The quantity of coffee produced in the world is as follows: Brazil, 519,000,000 lbs.; Java, 202,500,900 lbs.; Ceylon, 105,000,000 lbs.; St. Domingo, 75,000,000 lbs.; Sumatra, 30,000,000 lbs.; Cuba and Porto Rico, 30,000,000 lbs.; Venezuela, 30,000,000 lbs.; Costa Rica, 15,000,000 lbs.; Mocha, 7,500,000 lbs.; English West Indies, 7,500,000 lbs.; Manilla, 4,500,000 lbs.; French and Dutch West Indies, 3,000,000 lbs. Total, 1,024,000,000. The consumption of coffee is estimated in the following manner: The whole of North America consumes 327,500,000 lbs., being in the largest proportion; France, Switzerland, Spain, Italy, Portugal and adjoining islands, consume amongst them only 202,500,000 lbs.; Germany, including Austria, 292,500,000 lbs.; Holland and Belgium, 142,500,000 lbs.; Denmark, Sweden, Russia, Finland and Poland, only 75,000,000 lbs. among them, owing, probably, to the fondness of those nations for something stronger. Great Britain and Ireland consumes about 60,000,000 lbs.

L. H. MATTISON,
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Notice to Contractors.

ENGINEER'S OFFICE, COVINGTON & OHIO R. R., At *allagha's*, Alleghany County, Va., 27th Aug., 1860.

SEALED PROPOSALS, addressed to the undersigned, and endorsed "Proposals," will be received at this office until 12 o'clock M. of Wednesday, the 28th of September next:

For the construction of a Tunnel near 3,700 feet long, 15½ miles west of Covington;

For the grading of a temporary Railroad track over the above tunnel;

For the grading of about one-half mile and completion of the grading of one mile of Railroad, at and near Covington;

And for the cross-ties required for twenty-five miles of Railroad track and sidings, between Covington and the White Sulphur Springs.

The Specifications and plans of the work, and the form of contract, which states fully the terms and conditions upon which the above work will be let, may be had and seen at this office, on and after the 12th of September next.

The right is reserved to accept such proposals as will best secure the faithful construction and completion of the work, according to contract, and to reject any or all that are not satisfactory.

No transfer of the allotment of any work will be allowed.

Persons proposing for work, who may be unknown to the undersigned, are expected to present satisfactory references.

By order of the Board of Public Works.
3135 CHARLES B. FISK, Chief Engineer.

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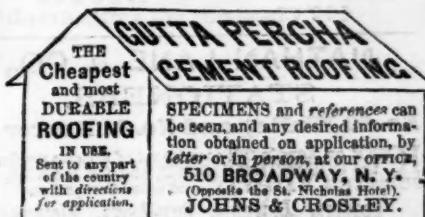
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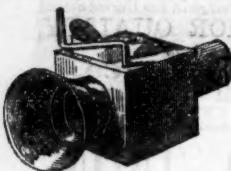
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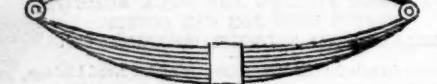
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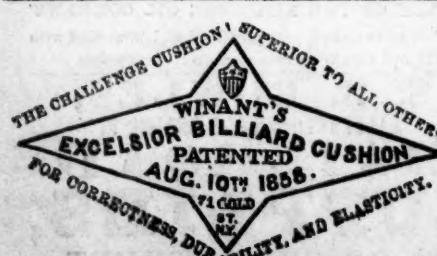
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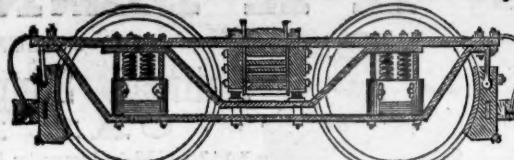
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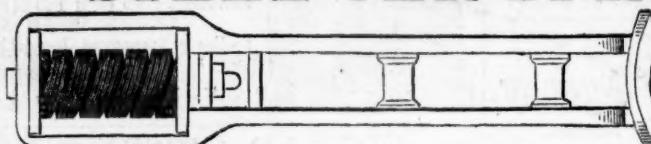
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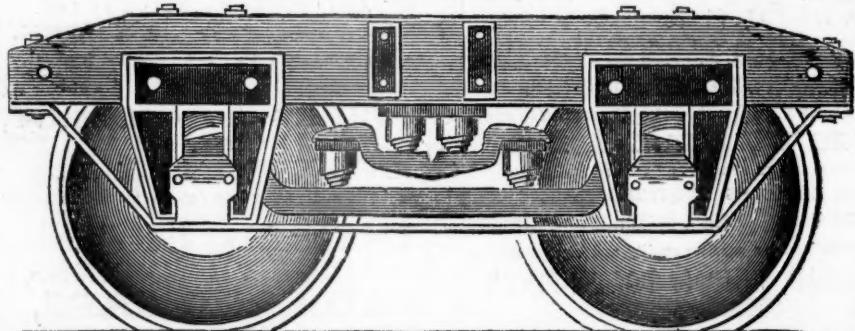
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